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DIESEL RAILWAY TRACTION

The October issue of this RAILWAY GAZETTE *publication, illustrating and describing developments in Diesel Railway Traction, is now ready, price 2s.*

History of The British Railways During The War 1939-1945

By R. BELL, C.B.E.

with a foreword by Sir WILLIAM V. WOOD, *President, London Midland & Scottish Railway*

This book describes the great war accomplishment of the railways for the nation and for world freedom. Mr. Robert Bell, C.B.E., was Assistant General Manager of the London & North Eastern Railway Company. After his retirement in May, 1943, he was invited by the railway companies to write this history, and all who are interested in the work of the railways in these memorable years will be indebted to him for this volume.

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THE RAILWAY GAZETTE
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Waste and Loss of Railway Stores

SO serious have become the results of waste and loss through neglect and pilfering of railway stores that the *Railway Review*, the organ of the National Union of Railwaymen, has published a forthright condemnation. It points out that material and equipment can be wasted through careless handling or negligence in other respects, and that railway workers have a direct responsibility to themselves as well as to the administration and to the community. The greater the waste the more meagre the results of their labour, the more they have to pay for them, the less of them they are able to purchase. After giving a number of examples of wastage and loss of stores, the *Railway Review* says: "it would be folly to remain indifferent to a state of things which is anything but creditable to a body of workers who claim a sense of responsibility and pride in their railway work and who demand a voice in the management of their industry." It reasons soundly that waste is inimical to their personal interests in securing higher pay. It also calls for a higher standard on the part of managers, especially in the junior grades.

* * * *

Retirement of Mr. W. K. Wallace

Mr. William Kelly Wallace, C.B.E., who retired on September 1 from the position of Chief Civil Engineer, London Midland Region, British Railways, became one of the best-known railway engineers of his day, with an influence extending well beyond the confines of his ordinary duties. The fact that his career began on a small railway was no handicap to him, and it is a remarkable tribute to his ability to keep in the forefront of events that despite three successive railway amalgamations he was able to reach the highest executive office of its kind. Beginning as a civil and mechanical engineering pupil on the Belfast & Northern Counties Railway in 1900, he saw the later fusion of that line with the Midland Railway, in which it became the Northern Counties Section. It was here that his reputation as a railway engineer was firmly established; and for that reason, apart from the mere length of his association with that section, it is impossible to think of Mr. Wallace's career without including his work for the "Northern Counties." A year after he became Locomotive Superintendent & Permanent Way Engineer, another amalgamation resulted in the formation of the L.M.S.R.; but Mr. Wallace continued in that office till 1930, whereafter he had three years as Chief Stores Superintendent, and then became Chief Civil Engineer of the whole L.M.S.R. group. His unselfish work for several great engineering institutions is a measure of his devotion to his profession.

* * * *

Railway Traffic Receipts

The time is approaching when the monthly statements of railway receipts issued by the British Transport Commission will be comparable with those of a year ago. Hitherto, changes in charges during the past twelve months have vitiated a direct comparison. The next four-weekly statement will include three days of October when rates and fares for both 1947 and 1948 will be 55 per cent. over pre-war charges. Judged by percentages, the apparent increases in the four weeks to September 5 cannot give British Railways any satisfaction. The table below compares the rate of increase during that period with the rate for the first 36 weeks of the year:—

PERCENTAGE INCREASES FOR 1948 OVER 1947

	4 weeks to Sept. 5	36 weeks to Sept. 5
Passengers	2·5	8·1
Parcels	11	14
Merchandise	5·5	18·7
Minerals	25	40
Coal and coke	18	23
Total	8	16

A comparison of the two columns shows that the temporary advantages of 1948 over 1947, due to an increase in rates being deferred until October, 1947, and through the industrial recovery from the slump caused by the coal crisis in February and March, 1947, are ceasing to improve the traffic receipts.

Overseas Railway Traffics

In the current financial year, a number of setbacks has been sustained by United of Havana traffics, and after a strike on the Consolidated Railroad Company's system, which affected receipts in the week ended September 18, the unfavourable situation has continued with a decline of £23,631 in the second week. On the aggregate, United of Havana for the first eleven weeks are down by £211,847 at £511,173. After recent substantial increases, Paraguay Central recorded a decrease of G7,885 in the second week under review, though an improvement by G43,406 in the week ended September 11, gave an overall increase of G35,521, and brought the aggregate up to G537,359 above last year. Antofagasta at £54,080 and £60,310, showed a total advance of £28,576 for the fortnight, and gave an aggregate improvement of £440,564, at £2,013,430. Decreases were shown by Great Western of Brazil in both weeks, and amounted to £9,300, though the aggregates are still £2,600 above the corresponding period for 1947.

* * * *

Rail and Road Co-operation

It was most appropriate that the eleventh convention of the Railway Students' Association, which was so competently assisted by the Sheffield Corporation Transport system in its arrangements, should receive a lecture by Mr. R. C. Moore, General Manager of that system. Mr. Moore's comprehensive summary of road passenger transport in Sheffield, referred to in our last week's survey of the Convention held at Crewe Hall from September 17 to 21, made particular reference to the effective co-operation achieved by the Corporation and the main-line railways and the evolution of a system of joint management that has since been followed elsewhere. The outcome of discussions with the L.M.S.R. and L.N.E.R. after the 1929 Railway Acts had been the division of bus services into three categories; those wholly within the city boundary; intermediate outer services; and long-distance buses. The railways had agreed to purchase the long-distance services and a half share in the intermediate concerns, while those inside the city limits were left entirely to the Corporation. In effect, the railways had then asked the Corporation to continue to operate the services, and, as a result, a Joint Committee was set up. The outstanding feature of this Joint Committee had been that in nearly 20 years there had prevailed an atmosphere of cordiality and not once had there been a hitch.

* * * *

Staff Selection

The principle that to be an asset, a man must be something more than a name, he must be a human and individual personage, was one of the bases of a paper to the Railway Students' Association Convention by Mr. W. B. Carter, District Goods & Passenger Manager, Sheffield, L.M.R. The subject: "The Selection of Staff," is a major problem in any industry today, and Mr. Carter suggested that in its solution employers should apply their own mental experience to the study of the experience of others. The habit of self criticism should be formed and constantly exercised. In a national organisation with numerous compartments, responsibility for selecting staff fell to many, and suitable records existed, by which a candidate's potentialities could be partly assessed. These, however, provided only a background for the major operation—the personal interview—in which individual personality would be expressed, not necessarily by visible qualities, but by an atmosphere created. Having as the objective, the right person for the right job, each man interviewed could be considered as a potential leader, as for every position he would occupy, he would need some of the qualities of leadership. He would not necessarily be a master of men, but of necessity would be master of his own soul, and Mr. Carter believed he would require the following sterling qualities: courage, integrity, knowledge, flexibility of mind, judgment and will power.

* * * *

Rubber and the Railways

The development of the rubber industry in Great Britain runs closely parallel with the development of rail and road transport. In the early years of the 19th century the railways were spreading rapidly, and engineers like Telford and MacAdam had greatly improved the state of the roads, which made possible the rapid expansion of vehicular transport. In October, 1848, the manufacture of rubber goods was begun by Stephen Moulton at Bradford-on-Avon, Wilts., and has continued there ever since. The story of the early history and subsequent growth of this industry in the West of England, which actually dates from the introduction of Goodyear vulcanised rubber by Stephen Moulton in 1842, is told in an interesting booklet published by George Spencer, Moulton & Co. Ltd., and reviewed in other pages this week. Railway engineers were quick to realise the advantages of rubber as a shock absorber, and, with the passage of time, experience has amply confirmed this early decision. The progressive development of railway springs, from the simple rings and blocks first used to the greatly improved types now found on railways the world over, was due largely to the inventive skill and persistent efforts of George Spencer and other members of this firm.

* * * *

New Named-Train Services Inaugurated

On September 27, exactly eleven years after the L.N.E.R. introduced the "West Riding Limited" and the "East Anglian" expresses, British Railways, Eastern and North Eastern Regions, introduced a further two named trains, the "Norfolkman" and the "Tees-Tyne Pullman." A noteworthy feature of the inaugural journey made by the "Norfolkman," which runs weekdays in each direction between Liverpool Street, Ipswich and Norwich, in 2 hr. 20 min., was that despite six temporary speed restrictions on the down line and seven on the up, a high standard of punctuality was achieved and involved some brisk running at a number of points. Coal consumption on the 115-mile run with a "B1" class 4-6-0 engine, is estimated at 1¾ tons, or 34 lb. to the mile, and water consumption is some 4,000 gal. Each day, from Monday to Friday, the "Tees-Tyne Pullman" leaves Newcastle at 9 a.m., and after calling at Darlington at 9.57, arrives at Kings Cross at 2.16 p.m.; the return journey is made from London at 5.30 p.m. The train is composed of eight completely renovated Pullman cars, with a seating capacity for 68 first and 114 third class passengers. A car hire service has been provided in London, and passengers may make arrangements through the Pullman conductor, for a car to be at their disposal at Kings Cross.

* * * *

Railway Links between Pakistan and India

Prior to the partition of British India in August, 1947, about 320 miles of the Jodhpur Railway were in, and owned by, British India, and the remainder were in Jodhpur State. The whole system, however, was worked by the Jodhpur Railway, the British section under an agreement with the Government of (British) India. As the area containing the British section of the line became Pakistan territory at partition, the Government of Pakistan gave notice in July, 1947, that it would take over the section on July 31, 1948, this notice being given under the agreement just mentioned. Disagreement has arisen, however, between the Pakistan and Jodhpur authorities, as a result of which all train services over the section had been cancelled before the end of July, 1948. The dispute appears to have arisen over the transfer of rolling stock, the bulk of which would seem to be in Jodhpur, leaving insufficient in Pakistan to work the section. Claims and counterclaims by both parties apparently have ended in deadlock. As there is no through passenger traffic between the North Western (Pakistan) and Eastern Punjab (Indian) Railways *via* Bhatinda or Lahore, the closing of the Jodhpur route has cut the only passenger rail link between Western Pakistan and India.

* * * *

Train Announcers

The choice of announcers at railway stations is a singular mixture of good and bad. With a little more care and discretion they could all be good. When thousands of the travelling public are listening daily, it becomes a matter of some importance, in fact a minor parallel to the B.B.C. which most wisely has given us a high standard of diction. There are some excellent train announcers on British Railways, mostly women, and it is a pleasure to hear them speak. The Western Region may be complimented on its lady announcers at certain stations, as, for example, Paddington, Reading, and Didcot, but, on the

other hand, there are men operating, notably one at a famous Southern Region junction, whose voices and accents would tend to shrivel up everything on the platform with their appalling rasp. Why should men be placed on jobs for which they are unsuitable? Announcing is an art, but it must have adaptable material to commence. The average untrained man is too harsh and overwhelming for this work. Some of the male announcing in the North of England is so founded on dialect as to constitute an affront to the English language.

* * * *

New Spans for Old

It is remarkable that, even today, only the land-spans of another famous Brunel bridge are having to be renewed, and not the 300-ft. main span of the same bridge. We refer to the double-line structure spanning the River Wye at Chepstow, built for the broad gauge 96 years ago. A description of the regirdering of the three 100-foot land-spans appears elsewhere in this issue. One of its illustrations clearly shows the 300-ft. span, so characteristic of its designer. Another depicts sections of the old wrought-iron 100-ft. spans being removed. The triangular box section of their top flanges with its curved top plate is also most interesting, and, with the remarkable lightness of these girders—especially considering their strength—again is typical of Brunel's genius. The job of replacing the girders required careful planning at every stage, and reflects great credit on the railway engineers responsible for the methods used and for the design of the girder-work. The contractors who fabricated the steelwork and carried out the work also made excellent jobs of both.

* * * *

Demonstration of A.T.C. at Reading

Some five months ago, when Mr. A. W. G. Dymond, of the Western Region of British Railways, read his paper on "The G.W.R. System of Automatic Train Control" to the London Section of the Permanent Way Institution, the hope was expressed that a practical demonstration of the apparatus could be arranged. The co-operation of Mr. F. W. Hawksworth, the Chief Mechanical Engineer, and Mr. A. W. Woodbridge, the Signal & Telegraph Engineer, was secured, and on Saturday last, September 25, members of the Institution attended a demonstration in the sidings near Reading West Station. For the purposes of the demonstration, a distant signal had been erected, and an A.T.C. ramp laid in one of the sidings. Parties of eight made several trips on a locomotive, with the signal at "caution" and "clear," and were able to note the respective audible signals given to the enginemen. A more detailed explanation of the apparatus was given in a special demonstration van.

* * * *

Standard Names for Running Lines

THE Railway Executive announces that the following method of describing running lines has been decided on as standard future practice throughout British Railways:—

Description of line	Name of line
Where two passenger lines only : primary line... ...	Main
Where four passenger lines : primary line	Fast
An additional running line authorised for passenger train working, the inlet and outlet of which are controlled from one signal box	Passenger loop
An additional running line *not* authorised for passenger train working, the inlet and outlet of which are controlled from one signal box	Goods loop
An additional running line authorised for passenger train working, the inlet and outlet of which are controlled from separate signal boxes	*Slow
An additional running line *not* authorised for passenger train working, the inlet and outlet of which are controlled from separate signal boxes	Goods
Line serving a platform, the inlet and outlet of which are controlled from one signal box and where the main line does not serve the platform	Platform loop
Platform line leading to buffer stops	Bay—except where part of general numbering scheme
Dead-end siding entered through trailing connection and used for holding a train for other trains to pass	Refuge siding
Line on which shunting into a group of sidings is performed independent of the main line	Shunt spur

* In certain cases duplicate facilities have been provided, and called relief lines. This arrangement will continue for the time being, until large-scale changes in signalling, etc., take place, or the character of the line changes, which would justify the renaming of the facilities provided

Shorter Trains and More of Them—III

THE application of this principle to traffic from Euston introduces problems which did not arise in the case of Kings Cross. Passenger traffic from Euston is much heavier (there are today 31 express departures daily between 7 a.m. and 7 p.m., apart from week-end trains, compared with 18 on the Eastern Region), and we have to provide for four distinct streams of expresses, to Preston and beyond, to Liverpool, to Manchester, and to Birmingham, not to mention Irish boat trains and the North Wales coastal traffic. The business for Scotland is more complicated than on the East Coast, where everything has to pass through a common point—Edinburgh—and the London-Midland Region has nothing comparable with Newcastle. But the principle *can* be applied to Euston, and the easement which would result from a spread-over of passenger traffic can be pictured, when we see the groups of heavily-loaded trains closely following each other into the terminus (and, incidentally, meeting with considerable delay south of Tring), or look at a typical bunch of departures, such as the 9.40, 9.50, 10.0, 10.8, 10.20, 10.30, 10.40, and 10.50 a.m.—enough to tax the resources of any station. "Shorter trains" might not admit, however, of the allocation of so many seats as now to the restaurant-car business, amounting in some cases to 100 seats laid-up for meals in nearly 100 tons of stock, and the hotels department might have to serve relays of meals in one 36 or 42-seat car, as is the practice elsewhere, though this problem may be eased if the proposals mature for the service of "snacks" or light refreshments along the trains.

Dealing, first, with the London and Birmingham service, where Western Region co-operation is necessary, a journey time of 2 hr. 10 min. is proposed for the 113 miles run from Euston, all trains calling at Coventry. It is a pity not to be able to legislate for restoration of the pre-war 2 hr. and 1 hr. 55 min. timings, but to do so would involve more mileage, and the restoration of slip-carriages on the down run. It is an open secret that adherence to a 2 hr. schedule from Paddington to Snow Hill was the hardest task demanded of Swindon engines, and steps had to be taken before 1939 to increase the journey time. It is suggested that Euston to Birmingham expresses, adopting the 10 min. past the hour departure, long "standard" at Paddington, leave at 8.10, 9.10, and 11.10 a.m., 1.10, 3.10, 5.10, 6.10, and 7.10 p.m. (eight trains against seven today), passing Rugby in 88 min. and calling at Coventry in 1 hr. 43 min. to 1 hr. 46 min., with 24 min. for the 19 miles from Coventry to New Street. Up departures from Birmingham would be at 8, 9, and 11 a.m., 1, 3, 5, 6, and 8 p.m., calling at Coventry 23 to 26 min. from the start, and passing Rugby in 41 min., with a 10 min. past the hour arrival at Euston. Up and down Birmingham expresses would occupy the junction at Rugby No. 7 box almost simultaneously; the easy 89 min. from passing Rugby to Euston would admit of a set-down stop, at Watford or Willesden, on the evening trains; and Birmingham trains, with the shortest journey and the best reputation for punctuality in normal times, would precede Liverpool and Manchester arrivals at 20 and 30 min. past the hour. All Euston and Birmingham trains would, of course, run to and from Wolverhampton, calling at Dudley Port or Bescot according to the route followed from New Street. We are assuming Birmingham departures from Paddington at 9.10 and 10.10 a.m., 12.10, 2.10, 4.10, 5.10, 6.10, and 8.10 p.m., and up from Snow Hill at 7, 8, and 10 a.m., 12 noon, and 2, 4, 5, and 7 p.m., all Western Region trains calling at Leamington Spa.

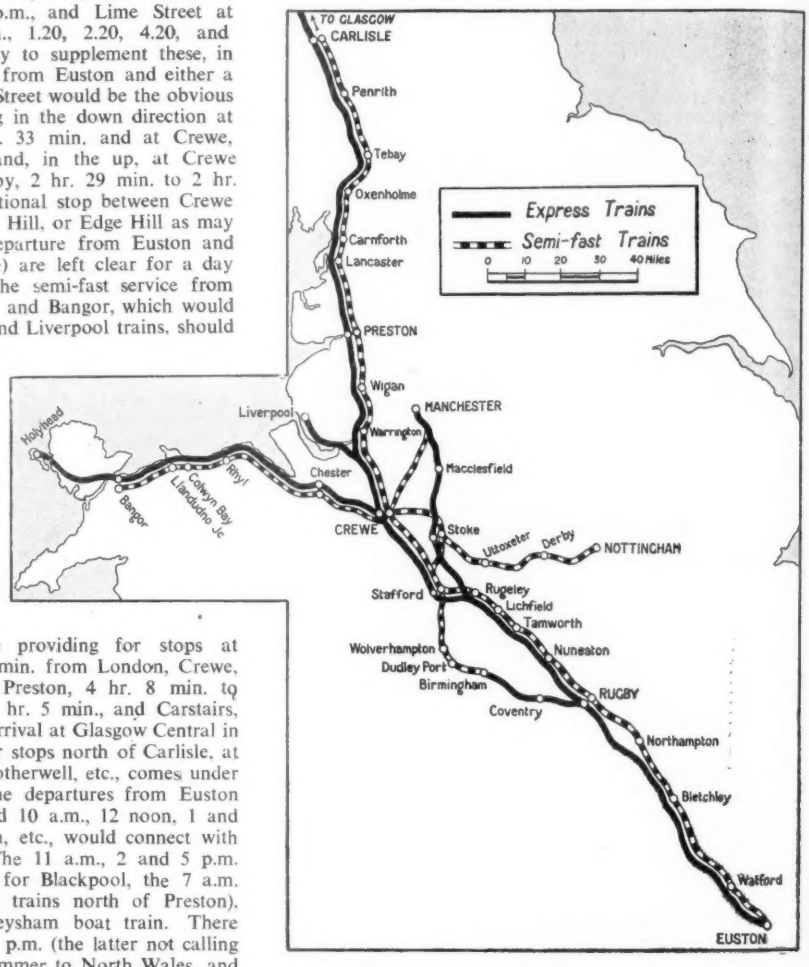
Next come the London and Manchester expresses, where Euston is carrying more than a fair share of the business, and the first requirement is the building up and acceleration of the St. Pancras and Manchester Central services. Both routes should perform the journey in 4 hr.—an easy task from Euston—the St. Pancras trains calling at Leicester, 1 hr. 52 min. to 1 hr. 57 min., and Derby, 2 hr. 31 min. to 2 hr. 36 min.; and the Euston services at Rugby, 1 hr. 29 min. to 1 hr. 33 min., Stoke, 2 hr. 53 min. to 2 hr. 58 min., Macclesfield, 3 hr. 23 min. to 3 hr. 27 min., and Stockport, 3 hr. 43 min. to 3 hr. 48 min. Departures are suggested from St. Pancras at 8.20 and 10.20 a.m., 12.20, 2.20, 4.20, and 6.20 p.m., and from Euston at 8.20, 9.20, and 11.20 a.m., 1.20, 3.20, 4.20, 5.20, and 6.20 p.m. The up services should leave London Road at 7.30, 8.30, 9.30, and 11.30 a.m., 1.30,

3.30, 4.30, and 5.30 p.m., and Central at 7.30, 8.30, and 10.30 a.m., 12.30, 2.30, and 4.30 p.m., the Central arrivals and departures being fixed to connect with the "Cheshire Lines" Manchester and Liverpool services, leaving each end at half past the hour, and reverting to their old 50 min. journey time, with Warrington and Farnworth stops. The up schedules from Manchester to London would be Stockport, 11 to 15 min., Macclesfield, 37 to 40 min.. Stoke, 1 hr. 7 min. to 1 hr. 12 min., at Rugby, 2 hr. 29 min. to 2 hr. 33 min.; and the St. Pancras trains would call at Derby, 1 hr. 25 min. to 1 hr. 30 min., and Leicester, 2 hr. 4 min. to 2 hr. 8 min., each route taking 4 hr., as on the down run.

Almost all the London and Liverpool traffic passes from and to Euston. The service proposed is eight trains, compared with six today, leaving Euston at 7.50, 9.50, and 11.50 a.m., 1.50, 2.50. 4.50, 5.50, and 6.50 p.m., and Lime Street at 8.20, 9.20, 10.20, and 11.20 a.m., 1.20, 2.20, 4.20, and 5.20 p.m. It might prove necessary to supplement these, in which case a 10.50 a.m. departure from Euston and either a 7.20 a.m. or a 6.20 p.m. from Lime Street would be the obvious choice. All are 4-hr. trains, calling in the down direction at Rugby in 1 hr. 29 min. to 1 hr. 33 min. and at Crewe, 2 hr. 56 min. to 3 hr. 3 min., and, in the up, at Crewe 55 min. to 1 hr. 2 min., and Rugby, 2 hr. 29 min. to 2 hr. 33 min. There is time for an additional stop between Crewe and Liverpool, at Runcorn, Mossley Hill, or Edge Hill as may be advisable, and the 8.50 a.m. departure from Euston and 7.20 p.m. arrival (4.22 from Crewe) are left clear for a day Irish mail. It is suggested that the semi-fast service from Crewe to Rhyl, Llandudno Junction and Bangor, which would connect at Crewe with the Euston and Liverpool trains, should start from Nottingham, *via* Derby, Uttoxeter, and Stoke, so as to improve the cross-country connections with the Potteries. Through trains would run, of course, from Paddington to Chester and Birkenhead, and the "North and West" (Severn Tunnel) services are also a Western Region matter.

Then come the expresses from Euston to Preston and beyond. These would, it is suggested, leave Euston at the hour from 7 a.m. to 6 p.m., the normal schedule providing for stops at Rugby, 1 hr. 29 min. to 1 hr. 33 min. from London, Crewe, 2 hr. 56 min. to 3 hr. 3 min., Preston, 4 hr. 8 min. to 4 hr. 15 min., Carlisle, 6 hr. to 6 hr. 5 min., and Carstairs, 7 hr. 35 min. to 7 hr. 39 min., with arrival at Glasgow Central in 8 hr. 15 min.; the question of other stops north of Carlisle, at Lockerbie, Beattock, Symington, Motherwell, etc., comes under the Scottish Region proposals. The departures from Euston for Glasgow would be at 8, 9, and 10 a.m., 12 noon, 1 and 3 p.m., and trains to Stirling, Perth, etc., would connect with the 9 a.m. and 1 p.m. services. The 11 a.m., 2 and 5 p.m. departures from Euston would be for Blackpool, the 7 a.m. and 4 p.m. for Carlisle (semi-fast trains north of Preston), and the 6 p.m. would be the Heysham boat train. There are "paths" at 10.10 a.m. and 2.10 p.m. (the latter not calling at Rugby) for tourist services in summer to North Wales, and at 12.10 p.m. for a "Lakes Express," and (as in the case of the suggested early morning trains from Kings Cross) departures around 8 and 9 a.m. would require to make at least one pick-up stop in the outer suburban area, and could leave Euston a little earlier than the standard departure time. The 7 a.m. to Carlisle, for instance, could start (as it does today) at 6.45 and call at Watford, Bletchley, and either Blisworth or Nuneaton, and the 7.50, 8, and 8.10 could leave at 7.45, 7.55, and 8.5, as it is not intended that the regular-interval service and standardised departures—valuable though we believe them to be—should be slavishly adhered to. It will be noticed that Stafford has not appeared as a regular stopping place for any of the down expresses, but a Stafford stop could be substituted for Rugby, if necessary, on some of the Liverpool or Preston trains, and all are so liberally timed (for moderate loads) that one additional stop need not imperil punctuality.

From Crewe to the North the first departure of a train from London would be at 10.3 a.m., and this train would serve Warrington (10.33 to 10.36) and Wigan (10.54 to 10.57), arriving at Preston at 11.20 instead of the standard 11.8, and going forward at 11.27 semi-fast to Carlisle, due at 1.45 p.m. after Lancaster, Carnforth, Oxenholme, Tebay, and Penrith stops. This train would have been preceded from Crewe at 9.3 a.m. by a 7.40 express from Birmingham to Glasgow, calling at Wolverhampton and Stafford, and leaving Preston at 10.15 in the "standard" path, and there would be two morning expresses from Lancashire to Scotland, leaving Preston at 9.15 and 11.15, and due at Glasgow at 1.15 and 3.15 p.m. The former would complete a badly-needed link-up between Lancashire and the present 1.35 and 1.45 p.m. from Glasgow



Map showing suggested stopping places of principal express services and of semi-fast trains on London Midland Region main line from Euston

(Buchanan Street) to the north and north-west of Scotland, as there would be a connecting train from Carstairs to Stirling and Perth. The departures of these two services from Manchester (Victoria) would be approximately 8.10 and 10.10, calling at Bolton, and from Liverpool (Exchange) at 8.15 and 10.15, with the usual Ormskirk and Burscough Junction stops.

After the 10.3 a.m. from Crewe, "standard" departures for Glasgow would follow at 11.3 a.m., 12.3, 1.3., 3.3, 4.3, and 6.3 p.m.; for Blackpool at 2.3, 5.3, and 8.3 p.m., calling at Warrington and Wigan; at 7.3 p.m. for Carlisle, also serving Warrington and Wigan and leaving Preston semi-fast for Carlisle at 8.27; and at 9.3 p.m., express to Preston, Morecambe, and Heysham. There would be two semi-fasts from Birming-

ham at 10 a.m. and 2 p.m. for Blackpool, leaving Crewe at 11.33 and 3.33 and due at Preston, with Warrington and Wigan stops, at 12.50 and 4.50 p.m. (this makes a total of seven down semi-fasts serving Warrington and Wigan), and from Preston additional semi-fasts would leave for Carlisle at 1.27, 4.27, and 5.27 p.m.—the 1.27 and 5.27 being through trains from Manchester or Liverpool, and the 4.27 starting back from Euston in summer at 12.10 as a "Lakes Express." There would be an evening express from Manchester and Liverpool to Glasgow, leaving Preston at 6.15 p.m. We have not mentioned connecting trains from Carstairs to Edinburgh, Princes Street—a Scottish Region matter—nor services from Preston to Carnforth and Barrow, or the Manchester and Windermere Residential train, as they do not affect the principle of the proposed express service.

Up trains from the north to Euston are on similar lines, but for various reasons departures from Glasgow for Euston are proposed at half-past the hour (8.30, 9.30, and 10.30 a.m., and 12.30, 1.30, and 3.30 p.m.), and the standard timing—taking the 8.30 as an example—would be 9.13 to 9.17 at Carstairs, 10.39 to 10.45 at Carlisle, 12.30 to 12.37 at Preston, 1.42 to 1.48 at Crewe, and 3.14 to 3.18 at Rugby, arriving at Euston at 4.45 p.m. Other expresses, at similar schedules, would leave Glasgow at 8 and 11.30 a.m. and 5.30 p.m. for Lancashire (balancing the 9.15, 11.15, and 6.15 from Preston), and at 4.30 p.m. for Birmingham, balancing the 7.40 a.m. from Birmingham, due in Glasgow at 2.15. It should be mentioned that the 9.15 a.m. from Preston and the 11.30 a.m. from Glasgow, which for economy of carriage-workings must be interchangeable sets with the London and Glasgow trains, would be block-trains from and to Manchester *or* Liverpool. The 11.15 a.m. and 6.15 p.m. from Preston, working double-trips with the 8 a.m. and 5.30 p.m. from Glasgow, could be through trains from Manchester and Liverpool, combined at Preston. Trains would be run from Perth, Stirling, etc., to join the 10.30 a.m., 1.30 and 5.30 p.m. from Glasgow.

From Carlisle, semi-fast trains would leave for the south at about 7 and 9 a.m., 12 noon, and 4 and 7 p.m.—the 9 a.m. and 4 p.m. for London, balancing Carlisle arrivals at 1.45 and 10.45 p.m., the 7 a.m. and 7 p.m. for Preston and Manchester or Liverpool, balancing the 3.45 and 7.45 p.m. arrivals, and the 12 noon for Preston, balancing the 6.45 p.m. arrival, and extended in summer as a "Lakes Express" to Euston, arriving at 6.30 p.m. Taking the series of up departures from Preston, the 7.37 a.m. would be the Boat train from Heysham, the 8.37 and 10.37 a.m. and 3.37 p.m. (the last named leaving at 3.25, to make the Wigan and Warrington stops) would be the Blackpool to Euston services, the 11.37 a.m. (at 11.25, for the same reason) and 6.37 p.m. would be from Carlisle, and the 8.37 p.m. would be the 4.30 from Glasgow to Birmingham, calling at Wigan and Warrington, and reaching Crewe at 9.54 instead of 9.42. The Blackpool to Birmingham services (balancing the 11.33 a.m. and 3.33 p.m. from Crewe) would leave Preston at 9.25 a.m. and 5.55 p.m., both calling at Wigan and Warrington, and the 12.37, 1.37, 2.37, 4.37, 5.37, and 7.37 p.m. timings would be filled by the Glasgow to London trains.

The semi-fast trains between Euston and Crewe are important, as they would provide the service to and from Northampton, but space only permits of brief reference to their stops and probable timings, as any alteration to the express schedules might upset the scheme for the semi-fasts. Without involving occupation of the slow lines, departures from Euston would probably be at 15 (when the 20 past the hour express to Manchester was not running) and 25 minutes past the hour—8.25, 9.25, and 11.25 a.m. and 1.25, 4.25, 5.25, and 6.25 p.m. are suggested—with a schedule of 1 hr. to Bletchley, admitting of a stop either at Willesden or Watford (save in the case of the 9.25 and 11.25 a.m., which would run non-stop to Bletchley in 55 min.), and from 58 to 66 min. from Bletchley to Rugby, including the Northampton stop. The proposed arrivals at Rugby are 10.36 and 11.25 a.m., 1.25, 3.36, 6.36, 7.36, and 8.36 p.m., and there would be two additional semi-fasts, starting from Bletchley at 8.10 a.m. and 4.20 p.m., calling at Northampton and due at Rugby at 9.8 a.m. and 5.18 p.m. There would be semi-fast trains from Rugby to Coventry and Birmingham at 9.13 and 11.38 a.m., 1.38, 3.43, 5.23, 6.43, and 8.43 p.m., and to the Trent Valley line and Stafford at 8.40 and 11.50 a.m., 1.50, 5, and 7 p.m., calling at Nuneaton, Tamworth, Lichfield, Rugeley, and Stafford, and taking 1 hr. 56 min. to Crewe; the 5 p.m., however, would terminate at Stafford, and the 7 p.m. would have to stand at Lichfield for the passage of the 5.50 and 6 p.m. expresses from Euston, and would not arrive at Crewe till 9.15, but with this exception no shunting *en route* would be necessary.

Between Birmingham and Manchester and Liverpool the train service has deteriorated badly, and apart from the trains already mentioned—7.40 a.m. from New Street to Glasgow and 10 a.m. and 2 p.m. to Preston and Blackpool—morning and evening fast trains are required in each direction, and should do the journey in as near as possible to 2 hours. Actually, the schedule proposed is 2 hr. 5 min. in each case, the Manchester trains, at 8.50 a.m. and 4.50 p.m., calling at Wolverhampton, Stafford, Stoke, and Stockport, and the Liverpool services, at 8.30 a.m. and 5 p.m., at Wolverhampton and Crewe only. Other departures from New Street to Crewe, Manchester, and Liverpool would be as near as practicable to the present 9.5 and 11 a.m., 12.10, 1.50, 3.50, and 5.40 p.m. departures, though the standardised times of the main-line connections at Crewe would no doubt lead to regular-interval departures from Birmingham, but, for the reasons pointed out in the first article on this subject, they should be block-trains for one destination only, with a fast connection running from Crewe to serve the other objective. A heavily loaded service at 11 a.m. from Birmingham to Scotland, and its balance from Crewe to Birmingham at 3.47 p.m., are not included in the scheme, as the traffic should spread itself over the connections from Birmingham for the 11.3 a.m., 12.3, and 1.3 p.m. from Crewe to the north. Assuming, for example, a service from Birmingham at 15 min. past the hour, calling at Crewe at 35 to 40 min. past the hour on a 2 hr. 10 min. journey to Manchester, and transferring Liverpool and North passengers into the 0.53 and 0.03 departures from Crewe, the Birmingham to Carlisle time would be 4¼ hr. (which is the schedule today of the 11 a.m. through train) and with an additional stop at Preston, so that the loss might be more apparent than real.

The departure times for the various destinations, as proposed in this article, are summarised below, the Paddington to Birmingham and the St. Pancras to Manchester trains being shown in italics.

Destination	Departure time
Birmingham, etc.	8.10, 9.10, *9.10, 10.10,* 11.10 a.m. *12.10,* 1.10, *2.10,* 3.10, *4.10,* 5.10, *5.10,* 6.10, *6.10,* 7.10, *8.10* p.m.
Manchester	8.20, *8.20,* 9.20, *10.20,* 11.20 a.m. *12.20,* 1.20, 2.20, *3.20,* 4.20, *4.20,* 5.20, 6.20, *6.20* p.m.
Liverpool	7.50, 8.50,* 9.50, 11.50 a.m. 1.50, 2.50, 4.50, 5.50, 6.50 p.m.
Preston and the North ...	7, 8, 9, 10, 11 a.m. 12 noon. 1, 2, 3, 4, 5, 6 p.m.
Semi-fasts to Rugby, *via* Northampton	8.25, 9.25, 11.25 a.m. 1.25, 4.25, 5.25, 6.25 p.m.

* Day Irish Mail to Holyhead

This gives a minimum of 36 express departures from Euston between 7 a.m. and 7 p.m.—admittedly a formidable total, but it will be noticed that at certain hours, when the 10 and 20 min. departures to Birmingham and Manchester do not run from Euston (10-11a.m., 12 noon-1 p.m., and 2-3 p.m. for instance), there are clear intervals from the north departure at the hour till the Liverpool service starting 50 min. later, so that the occupation of the main-line might not prove so great as the proposals indicate at first glance. Even in the hours when Euston provides Birmingham and Manchester services, the grouping of the four express departures at 10 min. intervals (.50, .00, .10, and .20) still leaves as good a margin as is often provided in the timetable today, and the spread-over of traffic should result in fewer duplications being necessary. Similar remarks apply, of course, to the up journey, where expresses are timed to arrive at Euston at 10, 20, 30, and 45 min. past the hour, the arrivals from Birmingham and Manchester at .10 and .30 only running in eight out of the twelve hours covered in the proposals.

BRITISH AND SWISS RAILWAY FARES.—A correspondent calls our attention to the fact that in comparing Swiss railway fares and British railway fares, note should be made that the latter include the free transport of 100 lb. of heavy luggage without further charge, whereas the Swiss fares only allow of the free transport of hand-luggage.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

A Suspension Problem

Transport Department (Railway Branch),
Launceston, Tasmania. September 14

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The photograph appearing on page 682 of your June 11, 1948, issue is very interesting for those concerned with the lifting of engines. The single vertical sling is certainly unique if no dead weights have been added at either end to maintain equilibrium of the 80-ton engine while aloft.

If dead weights have not been used, then the designers of the engine are to be given every credit for finding the perfect centre of gravity. It would be of interest to all locomotive men to know whether any balance weights have been used for this lift.

Yours faithfully,

F. A. SARGENT

[As was explained in a footnote to a letter in our August 27 issue, this unusual but not unique method of off-loading probably was brought about by the position of the point of balance.—ED., *R.G.*]

Smoke Box Regulators

Charmla, Cyrus Road,
Exmouth. September 22

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In the various types of locomotives of recent design, descriptions of which have appeared in *The Railway Gazette*, an interesting feature in certain instances has been the provision of a smoke box regulator. In this country this type of throttle has not found much favour. Before nationalisation, some companies tried out this new position, but, so far as I know, it had little success.

Many readers who, like myself, have not been in close touch with home developments, would welcome an expression of opinion from someone who has first-hand experience as to what brought about its presumed failure. Personally, I have had no experience with smoke box regulators, but always have been of the opinion that there were distinct possibilities.

This opinion was based on readings taken of super-heated steam temperatures. Operating with a full throttle and "short cut off" under certain conditions, the temperature tended to rise, but fell again as resort was made to either throttle and "low cut off."

I am not advocating either method; both have their merits, but if the statement is accepted that, with full throttle higher temperature is possible, then the correct position of the regulator valve is on the superheated side of the elements, not in the dome. In the absence of data, it is difficult to say what difficulties would have to be contended with. Certainly condensation of steam in the elements while the locomotive was stationary would have to be faced, but should not be insurmountable.

Yours faithfully,

F. F. TWEEDIE

Channel Ports Porters

15, Fitzjohns House, 46, Fitzjohns Avenue,
London, N.W.3. September 24

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—No fair-minded person will wish to carp at British Railways over shortcomings which are unavoidable, but I cannot believe that the arrangements for the reception of overseas visitors at the Channel Ports need to be so sadly awry.

I returned last Sunday from Switzerland, where the efficiency and courtesy of railway staffs are proverbial. Making the same journey were a number of Swiss, nearly all German-speaking. For some it was their first visit to England. Loud-speaker announcements aboard the *Isle of Thanet, en route* from Calais, were made in English and French only. At Folkestone I did not hear any announcements whatever. Porters swarmed on to the ship, but not one appeared to know a word of any foreign language. Bags were grabbed willy-nilly and rushed into the Customs, where some visitors found identification difficult. Several had to miss the first train to London because the porters, having mixed up their luggage, were unable to explain intelligibly what had happened. I myself, travelling by the second train, met two Swiss ladies trying vainly to find out why cases entrusted to one porter were arriving in dribs by two or three. The porters were all too obviously irritated by their questions and ranted at them in a manner that made me frankly ashamed. Had I not intervened, these ladies would probably have missed the train or their luggage—or both. Incidentally, the train itself was dirty and uninviting—windows uncleaned, floor half-swept.

We cannot, perhaps, expect to provide amenities comparable with those of a country so much more fortunately placed materially, but surely courtesy and cleanliness should not be unattainable. If Customs officers can be a model of helpfulness and good deportment, why not railwaymen? First impressions may make or mar the tourist traffic we are striving so hard to build up.

May I suggest to British Railways that at all the Channel Ports station staff should be specially selected, trained in the idiosyncracies of foreign visitors, and obliged to learn sufficient French and German (if not also other languages) to enable them to render to Continentals the same smooth, polite service that the Swiss, for example, render us? A School for Porters is surely preferable to a School for Scandal.

Yours faithfully,

ANTHONY KIELY, M.I.EX.

The Distant Signal

29, Manor Road, Crosby,
Liverpool 23. September 12

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I take exception to the comments of Mr. E. R. B. Roberts in his letter of August 23, when he states: "The result is that drivers attach little importance to it, and do not apply their brakes until comparatively close to it—and even after passing it." As a loco. man with a fair experience of footplate running, I can assure Mr. Roberts that all drivers treat the distant signal with the respect it deserves.

It should be borne in mind that the application of brakes when sighting a distant signal in the caution position depends on the class of train being worked, the brake power available, the gradient of the road, and the driver's knowledge as to the distance between the distant and the next stop signal.

Yours faithfully,

W. H. STANIER

Local Bus and Rail Fares

Thurstaston, 22, Heatherfield Road,
Marsh, Huddersfield. September 21

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The rise in railway operating costs and the possibility of a further increase in passenger fares leads me to question whether every effort is being made to extract revenue from the local services throughout the country. The existing fares have undoubtedly emptied the great majority of local trains whose potential passengers now queue for overcrowded buses.

The present fares are apparently yielding the desired results from the major services, but are fatal to the minor ones. Stopping trains, however, often could become an asset and a public utility again, instead of a liability, if their fares were separated from the long-distance ones and placed on a competitive level with the buses.

I suggest that experiments with issuing "workman" fares all day on certain almost "dead" routes may yield surprising results if well advertised beforehand. Such tickets could be called "National" after the manner of the Victorian "Parliamentary" ticket whose purpose they would resume.

Yours faithfully,

WILLIAM B. STOCKS

Shorter Trains and More of Them

2A, Buttermere Gardens, Purley,
Surrey. September 8

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I read with great interest the article in your issue of August 27 dealing with the suggested London-Edinburgh train service. As far back as 1944 I indulged in some musings in this direction myself, since I considered that better use could be made of pre-war train mileage in order to provide a more comprehensive and, in some respects, faster service. The pre-war facilities seemed to be hidebound by convention and did not, in my view, cater adequately for passengers between intermediate points. My proposals aimed, therefore, at eliminating these deficiencies, providing at the same time an all-round better service.

I must congratulate you on the novelty and conception of your scheme, of which my main criticisms can be summarised as under:—

(1) Since the travelling public is likely to be concentrated at certain times of the day, it would seem difficult, during periods of peak demand, to arrange for suitable division of trains to cope with the traffic.

(2) I consider in the light of experience, that Doncaster is more deserving of a through service to the North than either Peterborough or Grantham.

(3) The important East-Anglian-York (or Newcastle) service appears to have been overlooked, as also London-Hull.

(4) Passengers between certain towns served by fast trains only are faced with a relatively slow service.

Yours faithfully,

R. G. C. STEPHENSON, B.COM.

[(1) The aim of "Shorter Trains and More of Them" is to spread the traffic, and with frequent express services this concentration should be avoided.

(2) Perhaps—but if Peterboro' and Grantham (very long-established stopping places for East Coast trains) were cut out, passengers for the North would have a semi-fast journey all the way from Peterboro' to York, whereas north traffic from Doncaster has only 32 miles of semi-fast travel, with one stop, at Selby. Passengers from London to the Yorkshire towns reached *via* Doncaster have the West Riding expresses—first stop Doncaster.

(3) No. The East Anglian-Edinburgh train would be included in the night services, and day traffic from East Anglia joins expresses at Peterboro', and from Lincolnshire at Grantham. Hence the Grantham and/or Peterboro' stops on the day Scotch trains. London-Hull would go on the West Riding expresses, as mentioned.

(4) "Fast" apparently means "semi-fast." This is inevitable, in any and every timetable, if stops are more or less standardised. But in our scheme this was not a serious drawback, as semi-fasts connect into and out of expresses at York, etc.—ED., *R.G.*]

Continuous Brakes on Freight Trains

The Old Manor, Salisbury,
Wilts. September 17

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Regarding Mr. L. F. E. Coombs's query in your September 17 issue about over-riding brakes, the objection would be that they would not be under the complete control of the driver so that he could apply them when, where, and how he liked. They could not be applied if a train had to stop on a raising gradient. When running, a driver would have to "lay back" on the train, which would not be satisfactory. Also, it would be impossible to back without considerable trouble.

Mr. G. R. Parkes, in your issue of September 10, alluded to the automatic couplings used in the U.S.A. and Canada; but he did not state whether the brake coupling was included in the draw coupling. The inference is that it was, but one would think it was difficult to get a satisfactory joint. My impression, perhaps wrong, is that they may be separate.

In today's issue there is a reference in "The Scrap Heap" to the fish found in the tank of a tender and being fed: is there any truth that the appropriate department is looking for a species of potato that will grow in coal dust!

Yours faithfully,

COURTENAY BARRY

Main-Line Train Services

Ravensbourne, Berkhamsted,
Herts. September 23

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Mr. Savill, in his letter in your issue of September 17, has drawn attention to a most important point in that not every passenger by main-line train needs to be transported from one end of the country to the other without stop, to the detriment of the service available to important intervening stations.

This is nowhere more strongly in evidence than on the former L.N.W.R. main line, on which the timetable compilers seem quite unable to strike a happy medium between the semi-fast (often *very* semi-fast) train calling at nearly all stations, to the express running fast from Crewe to a dead stand at Euston No. 4 box for 5, 10, 20 minutes or even longer, awaiting passage into the terminal. The consequence is that it is extremely difficult to arrange satisfactory connections to such centres as Stafford and Bletchley, for example. The latter station in particular, considering its importance as an interchange point for the cross-country Oxford and Cambridge lines, is particularly badly served by fast trains, and those which do call, do so at times little, if at all, related to the services on the two branches. When they do occur at somewhere approximately the same hour it appears to be more by accident than design, and more likely the interchange passenger will have to put in an hour or two on Bletchley station awaiting his so-called "connection."

The admirable practice adopted during the war of making Watford a place of call for many long-distance trains; unfortunately has now been abandoned; although in the case of up trains there seems no reason why they might not just as well use some of the time which will in any case more likely than not be spent on the maddening wait outside Euston, in making the call at Watford to the benefit of many passengers and disadvantage of none.

It is high time that something was done to alleviate this aggravating condition, which occurs so frequently and regularly when trains get "bunched." One appreciates the lack of platform space for main-line arrivals, only Nos. 1, 2 and 6 being suitable for the longest trains. But for the war, of course, the station would by now have been rebuilt, but as this is unlikely now to become possible in the foreseeable future, other remedies should be sought. Smarter station work at Euston could achieve a lot, and it should be quite possible to clear a train of passengers and baggage and dispose of it inside 15 minutes, but how often is this feat performed at Euston?

The real trouble, of course, is over congestion of the West Coast main line, particularly as regards the capacity of its terminal, and now that the railways are unified, two obvious remedies suggest themselves. One is that all the main London and Birmingham traffic should be concentrated on the much less congested G.W.R. route, and the other that the principal services between London and Manchester should run from St. Pancras. Whilst it might not be practicable to operate unwieldy trains of 16 or 17 coaches over the difficult road between Derby and Manchester, the present-day engines would be quite capable of handling loads of 300 tons or so on a fast schedule, another argument in this particular instance of your advocated policy of shorter and more frequent trains.

Yours faithfully,

H. C. CASSERLEY

Locomotive Fuel Economy

5, Elm Terrace,
Hoylake. September 18

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In view of the detailed character of published information on the work of French compound locomotives, it is surprising to find them mentioned, as does Mr. R. Opie in your September 17 issue, with comments that do not agree with the facts.

If the French compounds normally worked at earlier equivalent cut-off than do modern simple engines, there might be some justification for stating that their high efficiency was due, indirectly, to the use of high boiler pressures that made such working possible. Actually, the engines are usually worked at such late cut-offs that the overall expansion is less than is commonly attained in British simple locomotives, and the high cylinder efficiency of the Chapelon compounds (for example) relative to that of simple engines can hardly be due to anything but the narrower temperature range in each cylinder, and to the reduction of back pressure by use of the Kylchap blast-pipe.

The boiler pressure of 290 lb. per sq. in. was adopted in the Chapelon 4-8-0s solely because it was the only way of attaining the desired tractive effort with the available cylinder volume, and not because the designer thought that it had any virtue of its own.

Yours faithfully,

J. F. SPURRIER

Rapid Clearance of Passengers' Luggage

Hove. August 31

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The old London Brighton & South Coast Railway enjoyed considerable popularity with the travelling public for a number of reasons, one of which was the excellent system of luggage labelling in force on its principal lines.

Each passenger (or party) was handed a label with a serial number boldly printed on it, and each of his packages had a similar label pasted on to it. This gave the passenger a sense of security with regard to his luggage and its identification. It also assisted the guard in sorting luggage in his van, but, most important, it enabled the passenger to hand over his label to a porter at his destination and the porter quickly to identify his packages and clear them from the van and platform, a matter of no little value, especially in the quick turn-round of trains. With amalgamation this much-appreciated system was discontinued. Today the Southdown, and possibly other coach companies, use an almost identical system, except that each label is of cardboard and is secured to a strap, handle or hasp by a slip-knot string loop; the system is remarkably effective.

It would be interesting to know if British Railways have considered the method for use generally or locally, and if so, why it has not been approved. There is little doubt that it would be welcomed wholeheartedly by the public and probably by the staff also.

Yours faithfully,

F. S. BOND

The Scrap Heap

CANAL FOR SALE

The Basingstoke Canal, one of the limited number of canals to remain in private ownership, is shortly to be sold by auction. Until about 1906 the whole of its 33-mile length was in use. Now its working continues between Woking and Byfleet.

* * *

GETTING AT THE FACTS

Evidence before the Royal Commission on the Press:—

You have two editions, I believe—a Northern and a Southern edition?—Yes.

I suppose one circulates in the South and the other in the North?—Yes.—"*Peterborough*" *in* "*The Daily Telegraph.*"

* * *

NO COAL FOR THE 8.38

British Railways officials are still puzzling out today why the 8.38 a.m. local three-coach train from Framlingham (Suffolk) along the single-track to Wickham Market, six miles away, did not run over the week-end.

Eighteen passengers were told it could not run because the engine had run out of coal and there was no more.

They were taken in five taxis to catch their connections to Liverpool Street and the East Coast—and the guard came with them to catch his train.

A railway official told me today:—

"We don't know whether it was a coal wagon that did not arrive or the labourer off sick. It was a minor domestic problem."

A local railway official said: "A truckload of coal was delayed. It has now arrived and such a thing is not likely to happen for the next 10 years."—*From* "*The Evening News.*"

* * *

The New Look

8, Powis Grove,
Brighton, 1. August 31, 1948

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Observing in a recent *Railway Gazette* a picture of the departure of a train from Kings Cross about 1900, I thought the enclosed might be worthy of reproduction. I should judge the period to be about the same, although the "new look" and Smith's newsboy on the platform are topical.

Yours faithfully,
H. W. CECIL

HAGGIS OR YORKSHIRE PUDDING?

La forme du semi-carénage adopté pour cette machine (Pacific Type 1) marque l'influence de la locomotive du L.N.E.R. *Cook of the North.—From* "*Chemins de Fer*" (Paris).

* * *

CENTENARY OF PIONEER RAILWAY PRINTERS

The well-known north country printing firm, Andrew Reid & Co. Ltd., of Newcastle, celebrated its centenary last month. In an interesting commemorative booklet it recalls its early connection with railways, which began in 1849 with the production of the first penny railway guide in the country, for the York, Newcastle & Berwick Railway. Another early venture was *Reid's Railway Rides*, illustrated maps of main-line railway routes. The first coloured railway posters were brought out by the firm for the North Eastern, London & North Western, Midland, Great Western, and other railways.

* * *

100 YEARS AGO

From THE RAILWAY TIMES, *Sept.* 23, 1848

NORTH BRITISH RAILWAY.

To the Shareholders.

Gentlemen,—Whilst negotiations are pending between your Board and Mr. Hudson, it is necessary you should be ever vigilant; it will be well also for the Directors to feel convinced, that whilst their constituency will agree to lease on fair terms they will not agree to amalgamation with Mr. Hudson's lines on any terms.

The North British Railway can at present honestly divide 5 per cent. dividend; from this time forward its profits must go on progressively increasing; this nothing can prevent; it is likewise obvious the traffic could be worked by the York Company at a saving of 1½ per cent. upon the present capital of the line. Therefore, with its present earnings, the certainty of increase, and the saving in working the line, it is evident Mr. Hudson can afford to pay a fair rental, with great advantages to his own lines, which must result to their traffic by his obtaining the control of the North British Railway.

As regards the branches, there is sufficient evidence already that they will prove highly advantageous to the main line.

All will, I am sure, treat Mr. Wilson's remarks at the meeting with the contempt such manœuvres deserve.

Let the proprietors feel a just confidence in their own line; if Mr. Hudson offers fair terms for a lease do not reject them; but on no account, as you value your position and your interests, entertain any proposal which would admit Mr. Hudson to any participation in the management or control of the North British Railway excepting as lessee.

ONE OF YOURSELVES.

Liverpool, September 18, 1848.

Brighton train leaving London Bridge about 50 years ago (see letter above)

Idling in a Railway Works

The other day, in the course of my business, I visited a locomotive works, now part of the nationalised British Railways. As an enthusiastic Labour supporter, I feel I must, in the interests of all reasonable-minded men and in the interests of Socialism, register a protest at what I saw and observed.

To conclude my business I passed through the huge erecting shops and saw railway engines in course of construction. Whilst many men were obviously working hard at their jobs, I was grieved to see literally scores of skilled men making no effort at work. One could see groups of six to twelve men sitting around, chatting, arguing, some leaning on pillars or machinery, and one was actually reading a racing paper! Why? Could it be due to managerial irresponsibility, lack of materials or planning, or was it simply lack of responsibility and discipline? In an endeavour to get some answer I asked the official who was with me. He replied tersely: "What's the use? If the foreman sacked one man the lot would walk out." The time was 11.45 a.m., and even then many men were brewing tea and washing their hands. I thought perhaps the lunch-hour break was 12 noon, but no; I learned it was not till 12.30. To say that I, as a Labour man, was disappointed is to put it mildly. To be fair, however, one must look for a reason.

Here is our country, which we all love, in the travail of post-war problems, her transport being reorganised on a national basis, trains and rolling stock crowded and operating to breaking point, and these men (no doubt a minority) were slacking, working (or rather not working) presumably without incentive. How these men can hold out their hands each week-end for wages not earned passes my comprehension. . . .

Something more than mere words or appeals is needed to get enthusiastic full-scale production. May I suggest that we need to create in such works a friendly competitive production spirit, with payment by results? More production, more pay for the producer, not more profit for the boss. I know it is difficult to do this in many trades with tasks intermingled, but take the case of this locomotive works. Two locomotives are produced in three weeks. If three locomotives were produced in the same time, and I was assured this could be done, then why not give an overall bonus to all the workers there? It would be worth it to the nation. Another factor to my mind is that in this nationalised works the old boss-employee basis has vanished and with it a good deal of discipline. The men are still in a vacuum. They have not been educated to the change. Here is a glaring example where a works production committee is needed, with adequate representation from the men. . . .

The Labour party and the Labour Government have a special task to perform in this matter. They cannot ignore these circumstances. They are bound up with the whole of the programme they are attempting to carry out. There has been plenty of publicity about more production. What is needed is to get into the works, get into close contact with the problems, and work out a solution with the men who are actually doing the job.—*Councillor R. T. Hodson, in a letter to* "*The Manchester Guardian.*"

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

Port Elizabeth Harbour

Congested conditions at Port Elizabeth Harbour have been causing concern to the Railway Administration and special measures have been taken to relieve the position. More wagons and engines have been allocated to the system, deliveries by road have been speeded up, and extra motor transport has been provided. These steps have been taken to relieve the position immediately and are not a part of the long-range programme of improvements at Port Elizabeth.

In spite of special measures, the accumulation of traffic at Port Elizabeth is so great that the position is still not satisfactory. The cause of the congestion is the unexpected concentration at the port of a large number of ships with cargoes beyond the capacity of existing handling facilities. Railway and harbour resources as a result are being overtaxed and ships have had to be delayed.

The enormous increase in traffic at Port Elizabeth during the past three years is indicated by the following figures: in the years ended March, 1946, 1947, and 1948, ships handled totalled 559, 877, and 1,003 respectively. Tons of cargo landed for the three years were 421,802; 1,063,355; and 1,117,936 respectively. Traffic cleared to the north from Port Elizabeth amounted to 278,179 tons during June, 1948, as compared with 203,073 tons during June, 1947, and 193,778 during June, 1946. The gross tonnages conveyed by rail from Durban and East London also have greatly increased, which, added to the general increase in the volume of goods conveyed by the railways, is presenting a traffic problem difficult to overcome with the wagons and engine power available.

RHODESIA

Election Results and the Railway Bill

The United Party, which was responsible for the government purchase of the railway share capital, has been returned to power with a large majority. It is expected that the proposed Railway Bill now will be shortly enacted, and the stable government now returned to power should ensure the continued progress of the present widespread industrial development.

Financial Results

Total receipts for all sections for the three months ended June 30 amounted to £2,466,314, an increase of £486,169. Expenses amounted to £1,820,019, leaving a net operating revenue of £646,295. Record train and engine miles were run during July; the figures were 658,192 and 800,642 miles respectively. Other records were gross ton miles 426,445,000; net ton miles 196,733,000; wagon miles per wagon day 73·54; and net ton miles per wagon day 1,327·94. Petrol tank cars travelled 278,864 miles and carried 1,833,250 gal.

CANADA

Canadian National Traffic and Results

Mr. R. C. Vaughan, C.M.G., Chairman & President of the Canadian National Railways, stated during a recent visit to the Maritime Provinces that railway traffic on the Atlantic Region was good, but not the outlook for net earnings for the entire system. The increased payroll as a result of the recent 17-cent an hour wage award would add $41,000,000 to the Canadian National payroll, and the cost of materials had already risen $25,000,000 above last year, the total for the two items being more than $65,000,000. Against that there was $35,000,000 from the supposedly 21 per cent. increase in freight rates, which actually represented only an overall increase to the Canadian National of 13½ per cent. because of exempted commodities. Before his tour of the Maritime Provinces, Mr. Vaughan made a three-week tour of Western Canada, where he said the recent rains would probably produce an average crop, but there was little likelihood of a bumper crop this year. The railway expected to have sufficient equipment to handle the traffic.

About $50,000,000 worth of equipment, freight and passenger, was now on order for the Canadian National Railways, but not all of it would be delivered this year. Passenger equipment had been on order for two years, and conversion work in the C.N.R. shops had been delayed because of inability to obtain material.

Decrease in Net Revenue

A decrease of $2,512,000 in the net revenue of the Canadian National Railways for June and of $6,612,000 in the net revenue for the six months of 1948, as compared with corresponding periods of 1947, are announced. It is stated that the actual results for the month were $2,074,000 worse than expected, largely attributable to flood conditions in Western Canada. The accounts for June and for the six months period have been charged with a 7-cent wage increase, effective from April 8 ($1,460,000 for the month, and $4,045,000 for the six months).

In view of the final determination made on July 14 that a wage increase of 17 cents be made effective as from March 1, the additional amount involved to June 30 ($10,123,000) was to be taken up in July with the increase applicable to that month ($3,542,000). Operating revenues in June were $39,708,000, as compared with $37,392,000 in June, 1948. Operating expenses were $38,061,000, compared with $33,233,000 and net revenue $1,647,000, against $4,159,000. For the six months, operating revenues amounted to $228,464,000, compared with $212,241,000, and operating expenses totalled $217,358,000, with net revenue at $11,106,000.

UNITED STATES

Santa Fe not to Enter St. Louis

The Interstate Commerce Commission has rejected the proposal of the Atchison, Topeka & Santa Fe; Chicago, Burlington & Quincy; and Gulf, Mobile & Ohio for a direct line for the Santa Fe between Kansas City and St. Louis (see our August 2, 1946, and January 3, 1948, issues). The companies have decided not to take further proceedings.

New Sleepers for "Texas-Eagle" Service

Of 134 new lightweight coaches ordered at a cost of more than $14,000,000 by the Missouri Pacific and Texas & Pacific, 35 are now in service on the four "Texas Eagle" trains and the "Valley Eagle," a new streamline train operating in Southern Texas. They include dining and dining-lounge cars, lounge-grill coaches, de luxe reclining seat coaches, and coach-dormitory cars. Other coaches to be delivered will be assigned to a number of other trains not completely re-equipped. Forty-seven sleeping cars, part of the same order, are being placed on service on the "Eagle" trains. They include three types: roomette-bedroom; bedroom-lounge; and roomette-bedroom-drawing room.

Proposed Central Station for Chicago

The South Side Railroad Terminal Committee, composed of railway presidents, headed by the President of the Atchison, Topeka & Santa Fe, has submitted to the Mayor of Chicago a detailed report on a proposed central terminus in Chicago to replace the Illinois Central, Dearborn, Grand Central, and La Salle Street stations. It is believed that the report emphasises that the estimated cost, between one hundred and two hundred million dollars, is more than the companies can afford.

ARGENTINA

Inter-Railway Committee Confirmed

In our issue of July 30 it was stated that the inter-railway committees reporting to the former Executive Committee of General Managers would be suppressed as from the end of July. A later resolution taken by the Secretary of Transport provides for their continued existence, and lays down that they shall be attached to the following sections of the Secretariat: Joint Legal Office, to the Legal Matters Section; Staff Advisory Committee, to the Administrative Section; Rates Advisory Committee, to the Under-Secretariat; Road Transport Advisory Committee, to the Road Transport Board; Joint Propoganda Office, to the Administrative Section; Institute of Transport Economics, to the General Organisation and Co-ordination Section; Co-ordinator's Office, Joint Sleeper Purchases, and Joint Fuel Purchases, to the Under-Secretariat; and Postal Parcels Committee, to the Under-Secretariat.

BRAZIL

Bolivian Petrol to be Refined in Brazil

At a recent meeting of the Brazilian and Bolivian presidents, it was agreed that the financing of the Brazil-Bolivia railway, between São Jose de Chiquitos and Santa Cruz de la Sierra, would be carried out by the two countries, and a branch line would also be constructed between Vila-Vila and Cochabamba. When these railway links have been completed, oil-drilling will begin in Bolivia, and the oil from the wells will be transported across the Brazilian border. The work will be carried out by Brazilian-Bolivian firms, with mixed capital. Refineries will be built in Brazil to handle the Bolivian product.

AUSTRIA

Railway Property Removed

According to recent reports from Vienna, railway material claimed by the Russian occupation authorities in Austria and owned by the Austrian Federal Railways is being taken to Russia as reparations. The Russians base their claims on the provisions of the Potsdam agreement, whereby all German property in Austria produced or imported in Austria after 1938 is to be taken by Russia as reparations. As the problem of the German property in Austria is far from settled, the Austrian Chancellor asked the Russian Commander-in-Chief in Austria to desist from the despatch of the material to Russia for the

time being, but the request has been refused. It has been stated that the material now being transferred to Russia from the Worth railway depot is irreplaceable in the present circumstances, and incalculable damage is being suffered by the Austrian railways. The Austrian Federal Government is stated to be taking the matter before the Allied Council.

GERMANY

Krupps Locomotive Production

The future of the great Krupps works at Essen, which in 1938 employed 50,000 workmen, is in the balance. Essen Town Council expects that a new Krupp organisation will be established for peaceful production, and has worked out an elaborate plan for the utilisation of the plant remaining after the dismantling of bomb-damaged buildings. The main part of the works now in operation is the locomotive section, employing over 4,000 workers, and engaged in the repair of locomotives. During the last few months, locomotives have been repaired at the rate of one-and-a-half a day, and it is hoped shortly to begin the construction of new locomotives, which are badly needed by the German railways.

This part of Krupps is not to be dismantled, nor are the factories producing the so-called Widia steel, wanted especially for the re-equipment of the Ruhr mines, the railways, and the motorcar industry.

New Berlin Electric Service

On August 31 electric traction was inaugurated on the Hoppegarten-Fredersdorf section of the S-bahn in eastern Berlin. The section is single-track, the other track having been lifted by the Russians after the war, and it is believed that the electrical equipment has been removed from other lines which are not working. The service is provided by one train operating a shuttle at 40-min. intervals. Electrification will be extended from Fredersdorf to Strausberg on October 1.

BULGARIA

New Railways

Part of a new by-pass line to the north of Sofia is already completed and opened to traffic. It begins at Voluyak, on the Sofia-Tsaribrod (Jugoslav frontier) main line, 3·1 miles north-west of Sofia, and leads north-east to Ilienci, on the main line from Sofia for the north, thence in a south-easterly direction to connect at Poduene, 1·8 mile east of Sofia, with the Sofia-Plovdiv main line. The line is intended to handle some of the suburban traffic of Sofia, but its principal importance is that it is an avoiding line for the goods traffic between the sections to the west and east of Sofia of the main line traversing the southern regions of the country.

An important standard-gauge line in the east of the country, completed during the war, connects Karnobat (on the Sofia-Burgas main line) with Sindel on the Varna-Sofia main line. From Murna, 52·8 miles north of Karnobat, a standard-gauge branch, approximately 33 miles long, runs to Shumen, on the Varna-Sofia main line, 67 miles west of Varna. Yunak, situated 2½ miles south of Sindel, on the line from Karnobat, has been chosen as the new junction for the standard-gauge line coming from Staro Orjahovo in the east. The former link connecting that branch line with Sindel has been abandoned.

Also in the eastern part of the country, from Tsar Krum station, the first station west of Shumen on the Varna-Sofia main line, a 4·3-mile standard-gauge line has been built to Preslav, in the south, a former capital. In the south-east, the standard-gauge line from Rakovski, on the Sofia-Svilengrad main line, to Momtchilgrad has been extended as far south as Podkova, some 18 miles from the Greek frontier.

POLAND

Development of Railway Traffic

Figures recently released by the Polish Ministry of Communications show a substantial increase in the traffic of the State Railways. Passengers in 1945, the year of the liberation, totalled only 19,000,000, whereas in 1946 the total was already 245,000,000, despite the fact that travelling then was still restricted because of the disruption of the system. In 1947, passengers conveyed numbered 326,000,000, or some 32½ per cent. more than in the preceding year. In the first half of the current year the total was 178,000,000. Goods wagons placed at the disposal of shippers totalled 4,980,000 in 1947, and 2,910,000 alone for the first six months of the current year.

Work in connection with the development of the system, to be taken in hand or completed within 1948, is to involve an expenditure of 20,000 million zlotys.

Publications Received

The Elements of Fuel Technology. By Godfrey W. Humus, Ph.D. Published by Leonard W. Hill Limited, 17, Stratford Place, W.1. 10 in. × 6¼ in. × 1¼ in. 506 pp. Price 42s. net.—The avowed purpose of this book is to give a brief and simple outline of some of the problems involved in the correct use of fuels, including coal, coke, coal gas, producer gas, and oil from various sources. Dr. Humus does not believe that energy derived from atomic fission will, for many years, contribute in any marked degree to our supplies of heat and power, or that the price of home-produced coal is likely to be reduced in the foreseeable future. He therefore emphasises the importance of achieving the maximum possible efficiency in all types of heat production, and has written this book to assist in the education of heat engineers and fuel technologists. He devotes an important section to the various types of land and marine boilers, but, unfortunately, does not mention the specific problems of the steam locomotive. The book is well illustrated with line drawings, diagrams, and tables.

British Catalogue of Plastics.—Published by the National Trade Press Limited, Tower House, Southampton Street, London, W.C.2. 11 in. x 8½ in. 800 pp. Illustrated. Price 60s. net.—This substantial volume is a comprehensive survey of the entire field of plastics production in the United Kingdom and contains much valuable data, not only on specific brands of plastic materials and finished articles, but also on the basic chemical and physical properties of the principal synthetics now used. These include phenol-formaldehyde resins, alkyd resins, cellulose acetate and nitrate, methyl methacrylate and many others of both thermoplastic and thermosetting type. Further sections deal with applications, processing, fabricating and machining. In the section on plastics in transport the opinion is expressed that railway coach builders are becoming increasingly aware of the advantages of high-pressure plastic laminates for panelling. These materials are said to be especially suitable for corridors, table tops, bar counters, and any application where resistance to frequent impact and rubbing is important.

A Hundred Years of Rubber Manufacture.—The story of the manufacture of indiarubber at Bradford-on-Avon, Wilts., which has continued without interruption for 100 years, is told in this booklet published by George Spencer, Moulton & Co. Ltd., to celebrate the centenary of the firm. Though compiled, primarily, for private circulation among members of the firm, there is much in this book to interest a wider public, for it presents in narrative form the history of earlier years and tells of the events which led to the foundation of this Bradford works in 1848. These included the introduction by Stephen Moulton of Goodyear vulcanised rubber into this country from America in 1842. This and subsequent discoveries largely paved the way for the successful future of the British rubber industry. Rapid growth of the railways, moreover, soon revealed many practical uses for rubber, which was early recognised as the ideal means of shock absorption, thus giving rise to a demand for rubber pads, discs and rings, springs, etc., which this firm has been improving on ever since. But, though the manufacture of springs and other railway equipment has continued to be the staple business of the company, during the intervening years excursions into other fields have been made from time to time. For many years the manufacture of motor tyres has formed an important part of its business, while, shortly after the first world war, the needs of the aircraft and electrical industries began to receive attention and quickly developed into an important technical service. This centenary booklet, which is well printed on art paper, was written by Dr. S. S. Pickles, Chief Chemist of George Spencer, Moulton & Co. Ltd., and the author is to be congratulated on compiling a valuable historical record which must have involved a great deal of painstaking research. The amalgamation of Stephen Moulton & Company with George Spencer & Company took place in 1891.

Nickel Alloy Steels.—Another useful publication containing a summary of the properties and applications of nickel alloy steels has been issued by the Mond Nickel Co. Ltd. This replaces a summary under the same title first published in 1931 as one of a series giving technical data on engineering materials. There have been reprints and revisions from time to time, but the many new alloy steels developed in recent years and their applications justify this new edition, which reviews briefly the range of nickel alloy steels in the light of the effect of nickel and other alloying elements, and includes typical properties and applications of normalised, case hardened, and fully heat-treated steels. Copies of this booklet may be obtained from the Mond Nickel Co. Ltd., Grosvenor House, Park Lane, London, W.1.

Adapting Brussels Termini for the Junction Railway

The rail level of the Gare du Nord and Gare du Midi has had to be raised to connect with the new viaduct, necessitating rebuilding of both stations

THE undertaking of linking the Nord and Midi terminals in Brussels by the new Junction line, described in *The Railway Gazette* of February 13, 1948, has called for considerable modifications of existing railway installations. In particular, the raising of the rail levels, necessary to link up with the approach viaducts, has entailed complete reconstruction of the Gare du Midi and the Gare du Nord. The construction of the principal intermediate station, the Halte Centrale, likewise has confronted the engineers and architects with a complicated task, a description of which was given recently in our Belgian contemporary, *La Technique des Travaux*, to which we are indebted also for the drawings reproduced.

The old Gare du Midi was a head-on terminus with 20 platform roads at street level and a frontal reception building along the Rue d'Argonne. The new station will contain 18 through platform roads *plus* 4 terminal platform roads at a rail level about 20 ft. above the street. In order to provide room for the convergence of the 16 through platform lines into the 6 running lines of the Junction Railway, the new station building will lie 350 yd. further south.

The area below the viaduct, between the Rue D'Argonne and the new building, will be used partly as a terminus for long-distance coaches. A new approach road under the viaduct will bring a dozen tram routes, as well as taxi and private motor traffic, to direct contact both with the railway station and the coach terminus. The main entrance to the station, marked by a lofty tower at the western end of the approach road, will be separated from the main exit at the eastern end by an extensive concourse occupying the area below all the platforms and containing the booking offices and luggage rooms. Stairs, escalators, and goods lifts connect the concourse with various island platforms above. Along the eastern side of the station a new multi-floored railway administration building will be built, in conjunction with a large new railway post office.

All these works are being carried out while the old station continues to deal with 90 per cent. of its normal traffic. For this purpose, the work is being tackled in stages, which involve the raising of six tracks at a time, the other tracks remaining in service; meanwhile, the opportunity is being taken to improve the alignment of the approach tracks so as to permit greater speeds. This has given rise to a series of important supplementary works between the Gare du Midi and Forest-Midi, to the south of it. These works comprise:—(*a*) Diversion of the River Senne by means of a concrete channel 260 yd. long and 66 ft. wide; (*b*) construction of a retaining wall 220 yd. long and up to 33 ft. high; (*c*) construction of a new transverse road which will pass under the railway viaduct and across the new course

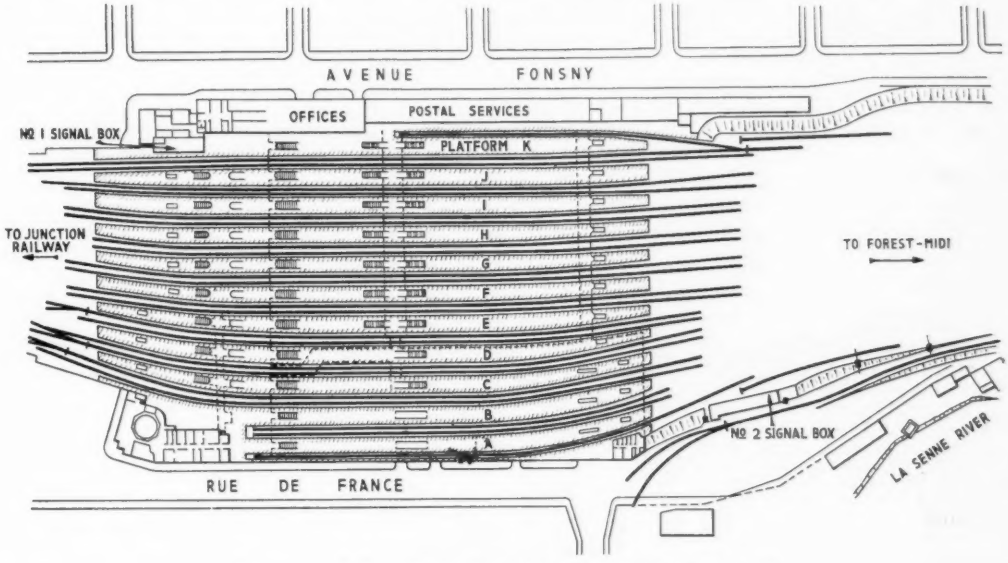
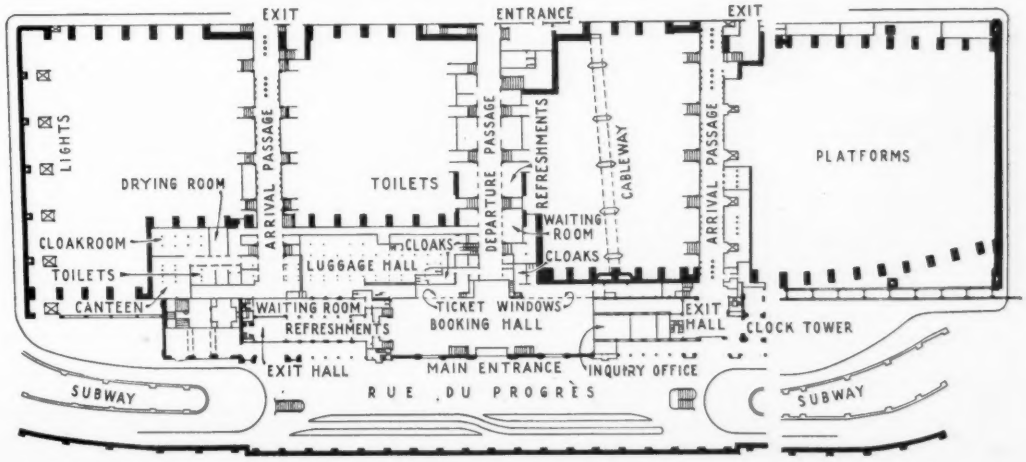


Diagram of the rebuilt Gare du Midi at platform level



Floor plan of new Gare du Nord at main entrance level, between street and platforms

of the River Senne; (*d*) provision of two further bridges over the river and two further retaining walls along the river.

The works also comprise the laying of 34 sidings for passenger rolling stock and a shed for 150 engines in the vicinity of Forest-Midi, apart from a multitude of minor works, many of which have been completed already since 1939.

An Important Halt

From an operating point of view, the new Halte Centrale, halfway between the Gare du Midi and the Gare du Nord, is nothing but a halt, with one island platform for each of the three pairs of tracks which form the tunnel section of the Junction Railway. However, owing to its prominent position in the very centre of the town and owing to the fact that all the trains call there, this "halt" will be of the greatest importance for the Belgian capital.

After complete electrification, the station will have a daily service of some 1,000 trains of all descriptions. During the peak periods of suburban traffic, the service will be at the rate of one train every 45 sec. It was essential therefore to plan the station premises on a generous scale and, at the same time, to give them a representative appearance, in view of their importance as a reception and despatch centre for long-distance traffic.

The station building occupies a triangular site, and the main entrance leads directly into the booking hall, which is approached from a secondary entrance, however, down a broad and impressive staircase. From the centre of this booking hall, a 30-ft. wide and gently graded staircase leads down to another hall at sub-surface level which communicates with the three island platforms below by means of fixed stairs, escalators, and lifts.

Incoming passengers, having alighted from the trains, reach the sub-surface hall and the separate street-level exit hall by different escalators and staircases, so that there will be no clash between incoming and outgoing traffic streams. The three island platforms are nearly 1,000 ft. long and 26 ft. wide.

An interesting and novel feature of the Halte Centrale is the absence of entrance and exit doors, which are replaced by "curtains" of forced air currents. These "curtains," of which the public is hardly aware, protect the whole building against draughts from outside. Heating is provided from the remote plant which supplies all the railway premises along the Junction line. The platforms and sub-surface premises of the Halte Centrale have forced ventilation and air-conditioning. Diffused lighting by fluorescent tubes is so graduated that there is an agreeable transition between the sunlit street and the underground platforms.

The entrance and exit halls will be embellished with decorative wall panels of bronze, representing various stages in the development of the Belgian railways in general and of the Junction line in particular. Columns and pillars are of marble; the flooring of the sub-surface premises consists mainly of quartzite slabs. The display of advertisements is subject to stringent supervision by a special committee, headed by the architect, so as to safeguard the artistic appearance of the premises.

As in the case of the Gare du Midi, the link-up of the Junction Railway with existing railway installations has entailed complete reconstruction of the Gare du Nord and extensive re-modelling of the streets in the neighbourhood.

The old station was a head-on terminus with 16 platform roads at street level. The new high-level station consists of twelve through roads, served by six island platforms and converging into the six tracks of the Junction Line. The tracks begin to rise just south of Schaerbeek Station and reach a level of about 26 ft. above the street (24·56 metres above datum). The lifting of the tracks has made it possible to improve the road communications between the districts on each side of the railway by six cross-connections at street level.

South of the new station, and before linking up with the Junction Railway proper, the line spans two important streets and the intermediate space on a broad and long viaduct. This structure consists of steel frames, embedded in concrete and founded on some 1,900 piles. Owing to the rising ground, the level of one of the two streets concerned had to be lowered so as to gain sufficient bridge clearance for road vehicles. The space below the viaduct between the two streets is being used as a garage with two floors, of which the lower one is practically level with the lower street near the station, whilst the upper floor has level access from the higher street further south. This garage will be reserved for railway passengers who wish to leave their cars near the station.

Arrangements for Passengers

The approach road to the station for trams, buses, and private motorcars is raised to a level halfway between street and platforms, so that the vertical distance for passengers to ascend is halved. On this level is the lofty and attractive booking hall, measuring 56 × 226 ft. From its centre, a corridor leads to the platform stairs and escalators. Two other corridors, on each side of the central one, are intended for arriving passengers, and lead to two separate exit halls. A clock tower, which dominates the southern end of the building, accommodates a number of offices, including that of the stationmaster.

UNITED STATES FREIGHT CAR OUTPUT.—The United States Department of Commerce reports a freight car output in August of 10,394 units, as compared with 8,809 in July and 10,387 units in June. The August figure is the highest monthly production total since the government initiated last April its programme, which calls for voluntary agreements between steel producers and car manufacturers to maintain the monthly goal of 10,000 units.

SLEEPING CAR AND DINING CAR SERVICES IN EASTERN EUROPE.—At an international railway conference held recently at Warsaw, which was attended by delegates of the Czechoslovak, Hungarian, Bulgarian, Roumanian, Jugoslav, and Soviet railway administrations, an agreement was concluded envisaging the establishment in each of the countries concerned (except the Soviet Union) of national companies operating internal and international sleeping and dining car services. This step follows the various agreements concluded after the war by Bulgaria, Czechoslovakia, Hungary, Roumania, and Jugoslavia on the one hand, and the International Sleeping Car Company on the other, whereby the latter relinquished its power, exercised for many years, to operate sleeping car and dining car services on a monopoly basis within those countries, and between them and other countries. In the case of Jugoslavia, the company still retains for 12 years the right to operate sleeping car and dining car services between Jugoslavia and Bulgaria, Greece, and Turkey (in connection with the "Simplon Orient Express"). Sleeping car and dining car services between the aforementioned countries and western Europe will continue to be operated on a monopoly basis by the International Sleeping Car Company. An outline of the agreements concluded between the International Sleeping Car Company and some countries in south eastern Europe appeared in *The Railway Gazette* of August 6.

RAILWAY BENEVOLENT INSTITUTION.—A flag day collection was recently made throughout the country on behalf of the Railway Benevolent Institution. The board of the Institution at its meeting on September 22 granted annuities to 19 widows and 24 members amounting to some £620 per annum, and authorised 33 grants amounting to £331 15s. from the special benevolent fund, in cases of immediate necessity. Grants made from the Casualty Fund during the month of August, 1948, amounted to £423.

RAILWAY EMPLOYEES' EVENING CLASSES.—A 25-ft. working model of a complete double-line railway junction, with cross-over road, goods running loop and standard signalling appliances, is included in the equipment of the British Railways, Western Region, signalling school at Paddington, which reopens next month, for a course of evening lectures on signalling and the safe working of railways. This course, also to be given at Reading, Bristol, Plymouth, Gloucester, Newport, Cardiff, Swansea, Worcester, Banbury, Birmingham, Chester, and Oswestry, is among the free evening educational facilities available to all grades of the staff throughout the Western Region during the winter months. Station accountancy, goods rates and station working, salesmanship, permanent-way maintenance and first aid will be subjects dealt with in other courses. To enable students to prepare for the Institute of Transport examinations, L.C.C. classes, for senior and junior clerks in the London area, and lectures at the London School of Economics have been arranged. At Swindon, there will be special technical courses for the Chief Mechanical Engineer's staff. In addition to these arrangements for evening classes, instruction during working hours is given at a girl clerks' training school at Paddington and at signal & telegraph schools at Bristol and Birmingham.

RESTAURANT CAR EXCURSION TO BOURNEMOUTH.—On Sunday, September 19, British Railways, Southern Region, further increased the scope of its excursion facilities by running a special restaurant car excursion from London to Bournemouth. The excursion, which allowed for six hours by the sea, left Waterloo at 11.12 a.m., and calling at Wimbledon, Surbiton, and Woking, arrived at Bournemouth at 1.41 p.m. Lunch at 4s. was served during the journey and the return train left Bournemouth at 7.50 p.m., supper being served *en route* to London. The return fare from London was 12s. with suitable reductions for passengers booking from intermediate suburban stations.

Partial Reconstruction of River Wye Bridge

Method adopted for the renewal of three land spans

AN interesting example of bridge reconstruction now nearing completion involves the renewal of the superstructure of the three 100-ft. land spans of the famous Brunel bridge over the River Wye at Chepstow, Western Region.

Built in 1852 for broad-gauge traffic, this double-track bridge consists of a 300-ft. span supported on queen post trusses over the river and three 100-ft. spans at the Chepstow end. It is the largest bridge on the main line between Gloucester and Newport, and, before the opening of the Severn Tunnel in 1886, carried all the traffic to and from South Wales.

The wrought-iron plate girders of the land spans were continuous over the three 100-ft. openings. The spans are of the through type and the superstructures for each track are separate. The old girders were remarkably light, and over a length of 100 ft. weighed only 17 tons, though they were 7 ft. 6 in. deep. The top flanges were of triangular box form with the top-plates curved in section, and some of the web plates were only ¼ in. thick. In their original form, there were only four stiffeners in a length of 100 ft., and, although additional stiffeners were added in more recent years, various distortions developed in the web-plates and ultimately it was decided to renew the spans.

The New Spans

In the new spans, the main girders are not continuous, though the through-type construction, dictated by the pier cylinders, has been retained, with the main girders at the same centres as the old ones. The decking consists of flat steel plating on stringers and cross-girders and is protected with standard waterproofing. In all some 600 tons of steel has been used in the new spans.

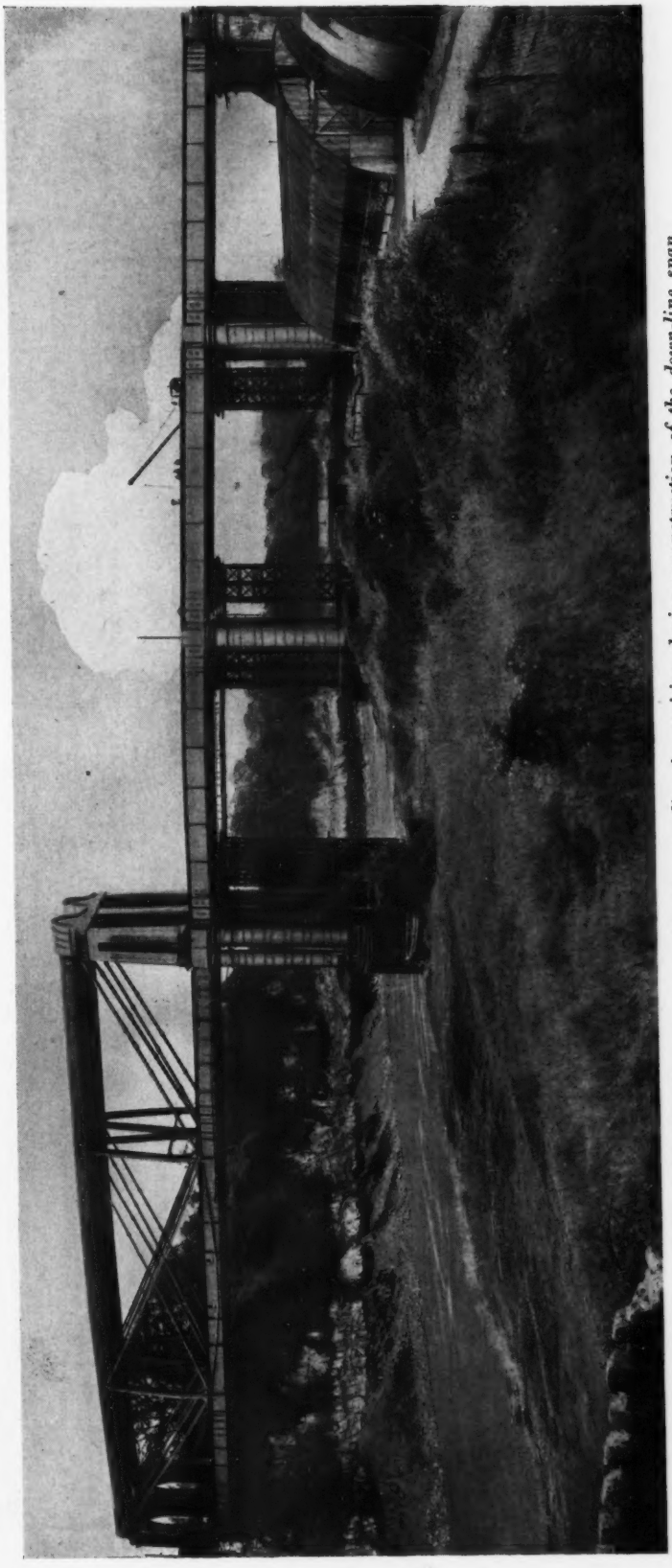
During reconstruction, single-line working was in operation between Chepstow and Wye Valley Junction, and the engineers were given complete occupation of the down line in the first instance

Standard military unit-steel trestling was erected under the bridge to support the new girders during erection. Under the third span, which is over the water at high tide, the trestling, 75 ft. high, was supported on 48 12 in. × 12 in. timber piles driven about 35 ft. into the river bed, by a No. 7 McKeirnan Terry hammer slung from a crane on a barge, and taking steam from a boiler on the bank. The load on each pile was not more than 10 tons, and, after the penetration exceeded 30 ft., driving was stopped when a "set" of 1 in. to 20 blows was obtained.

The trestling under the other two spans was founded on timber cribs on the dry ground, and, altogether, 296 tons of trestling were used. Over the piles furthest from the bank, the first 32 ft. of the trestling was built for the full width of the bridge; above that, and elsewhere, the trestling was erected under the down line side of the bridge only, and later skidded across under the up line spans.

In each case, reconstruction started on the third span, and progressed towards the abutment. The new main girders, in pairs, loaded on special trolleys, were pushed forward on to the bridge by a locomotive. There, they were supported on the trest-

(*Continued on page* 385)



General view of bridge from up-stream showing trestling in position during reconstruction of the down-line span

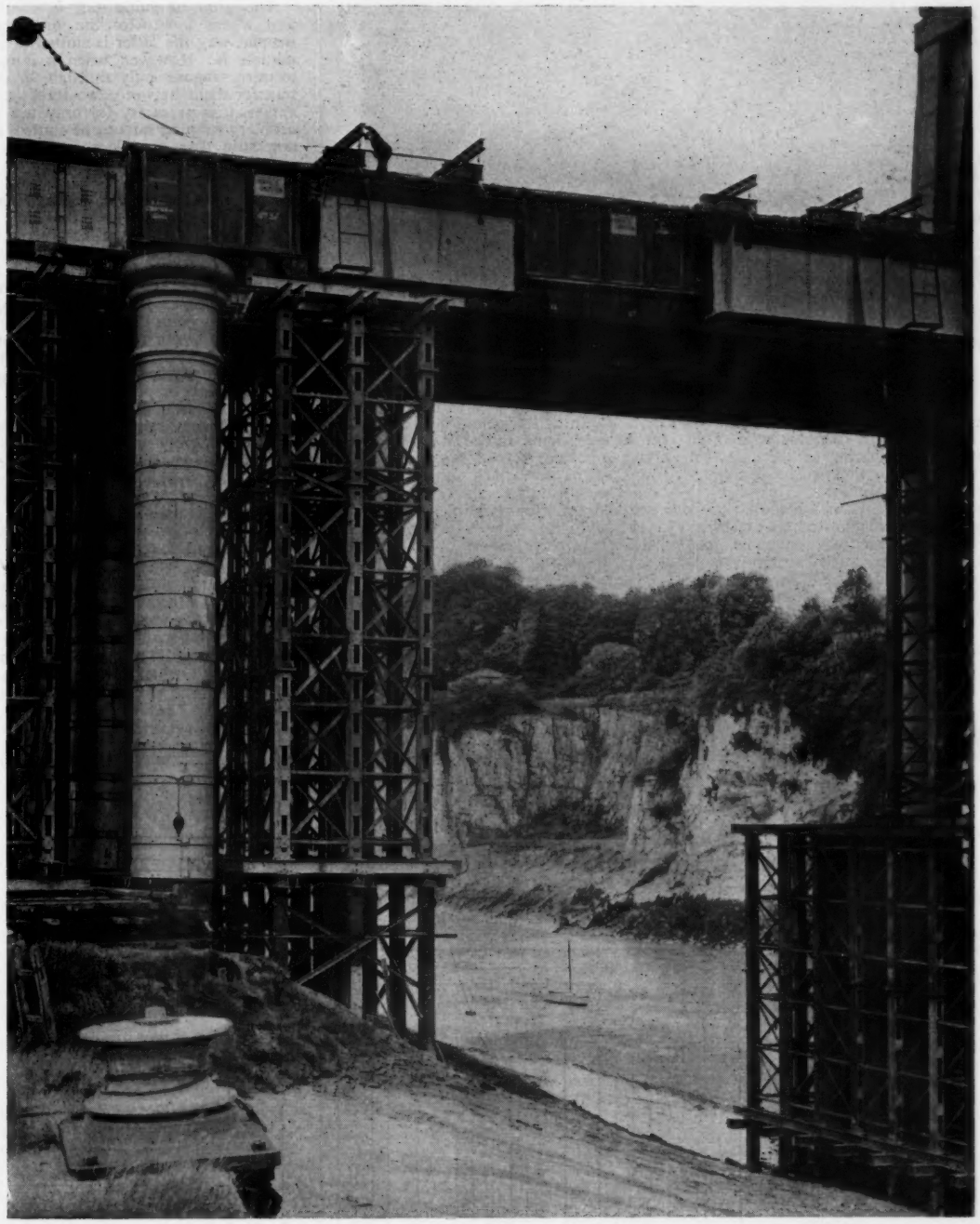
Partial Reconstruction of River Wye Bridge, Western Region

The first train crossing the new spans of the River Wye Bridge, Chepstow, on the down line on Sunday, August 8

A cross-girder being removed by a 3-ton crane working between the new girders of the second span on the down line

Sections of the old main girders of the third span on the down line slung from cross-beams travelling on the top flanges of the girders

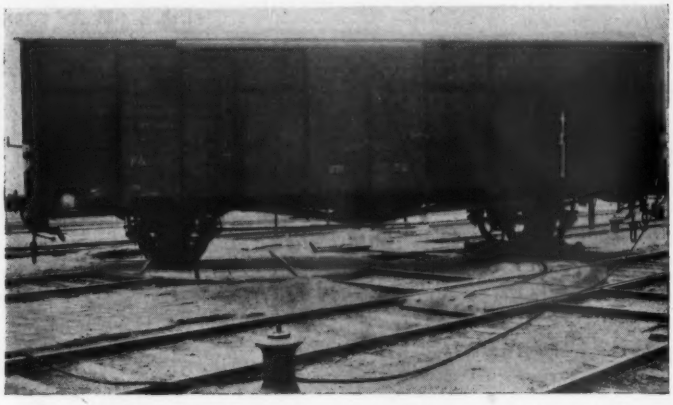
Partial Reconstruction of River Wye Bridge, Western Region



A pair of 15-ft. lengths of the old girders of the third span on the down line being drawn forward before being lifted away by the crane on the second span; note the ends of the old girders of the second span cut off short of the piers and supported on the trestling

Turning Wagons of Large Wheelbase

Auxiliary trolley to permit handling wagons with axles too far apart to stand on existing turntables



Wagon being turned by ordinary turntable and auxiliary trolley

As wagon capacities are increased, and with them the wheelbase, it often happens that the spacing of the axles becomes too great for them to be accommodated on existing turntables. This problem has been met on the French National Railways by the introduction of an extension trolley to carry one axle or bogie, and running on a curved track concentric with the turntable itself. The device was designed by M. Marjollet, Inspecteur Principal, Division des Etudes de l'Exploitation, Eastern Region, French National Railways. The extension trolley is provided with wheels and a guiding device, and carries a short length of track on which one end of the vehicle being turned is stood. When a wagon is being turned, the trolley follows round on its own track simply by reason of the weight of the vehicle straddling the main and auxiliary turntables.

The auxiliary trolley (Fig. 1) runs on four flangeless wheels, with roller bearings, which are fixed permanently at the angle demanded by the radius of its track. This track consists of two flat rails mounted in concrete so as to be level with the tops of the rails in the ordinary permanent way. Half-way between them is a grooved guide rail, with which are engaged two round steel rods projecting vertically below the trolley platform and carried in roller bearings. These rods are fixed in the middle of the trolley, half-way between each pair of running wheels. The latter are unflanged, as stated already, since they play no part in guiding the trolley.

The grooved guide rail is continuous, and where it crosses the ordinary permanent way the latter is slotted to accommodate it. However, when it is required to turn wagons only through 90 deg. to transfer them between two tracks at right angles, it is necessary for only two of the ordinary running rails to be slotted, and at not more than one place each.

Storing the Auxiliary Trolley

Since the auxiliary trolley has no physical connection with the main turntable, it can be removed readily and stored in a convenient place when not in use, the main turntable then being used in the normal manner for turning wagons with a short wheelbase. Normally, the trolley is stabled at a point on its own curved track, half-way between two of the sets of lines approaching the turntable at right angles.

When this is not convenient, a separate stabling track may be provided on which the trolley can be rolled away to its parking place on four auxiliary wheels which are slightly raised compared with the normal running wheels, this section of the track, also, being higher than the remainder. The same system of grooved guiding rail is used with this type of track. These wheels are positioned according to the radius and direction of curvature of the parking track, which, as seen in Fig. 2, is not concentric with the turntable. In these circumstances the ordinary running wheels are clear of the ground and out of use.

Turning wagons with one of the auxiliary trolleys does not require more time or effort than when the turntable is used

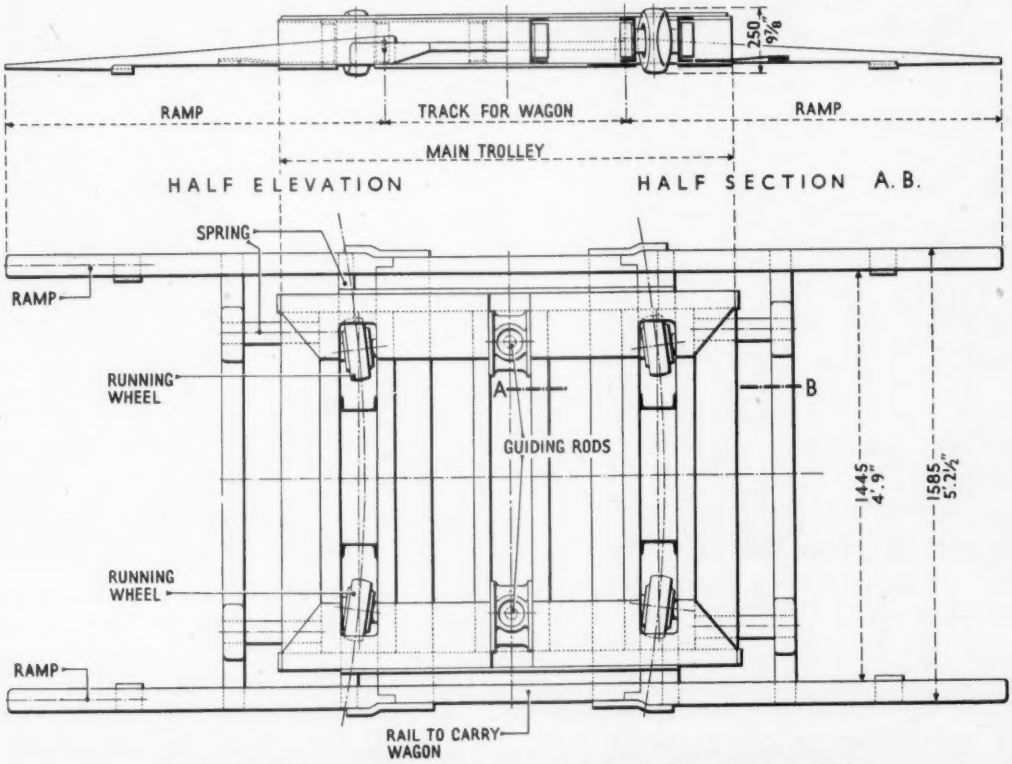


Fig. 1—Auxiliary trolley, showing guide rods and fixed running wheels

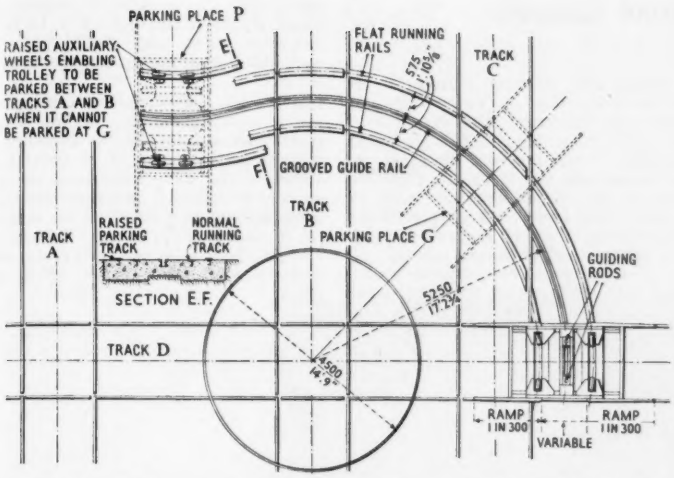
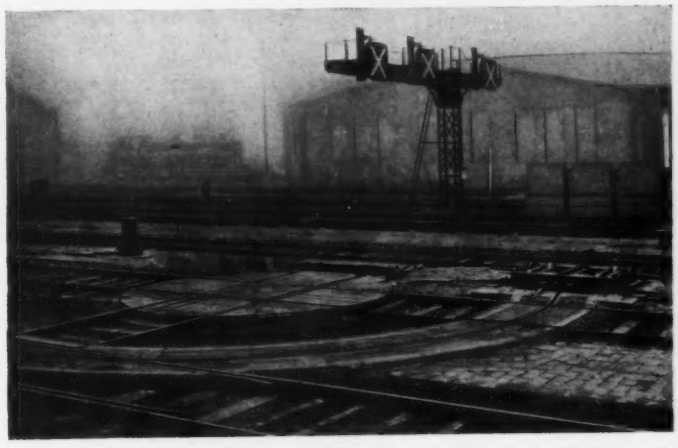


Fig. 2—Ordinary turntable, and auxiliary turntable and its track

by itself. The operation can be done by hand, by pressure on the end of the wagon which rests on the auxiliary trolley. When bogie wagons are being turned, it is necessary to lock the body so that when the auxiliary trolley begins to move, the wagon body does not rotate relative to the bogie standing on the turntable, but the vehicle is turned as a whole in the same way as a wagon with a fixed wheelbase.

At the present time 26 installations are in service in France, and five are in course of construction. The special parking track and auxiliary wheels are necessary only in two instances. With the latest type of trolley, a turntable of 14 ft. 9 in. dia. can be used for turning wagons with wheelbases up to 22 ft. 11½ in. A trolley can be transported from place to place so as to be used in conjunction with different turntables where the necessary guiding track has been provided. In 1944 an installation was made, capable of turning either fixed wheelbase or bogie wagons with wheelbases up to 32 ft. 9¼ in. on a 14-ft. 9-in. turntable, which by itself could not handle wagons with a wheelbase greater than 12 ft. 3½ in.

Maintenance of the auxiliary trolleys and their associated equipment has proved simple and cheap, and their installation represents a saving of 50 per cent., compared with the cost of providing larger turntables, which, in any case, is not practicable in many circumstances in goods yards on account of local obstacles.



Installation at Paris (La Villette) showing existing turntable, and auxiliary trolley parked out of use

IMPROVED BELGIAN RAILWAY RESULTS.—The accounts of the Belgian National Railways for the first five months of the current year closed with a working surplus of fr. 20 million, as against a working loss of fr. 286 million for the same period of the previous year. This favourable change results mainly from the higher fares and rates which have since been adopted. Allowing for the fixed charges and other commitments the five-month period under review ended with a debit balance of fr. 82,000,000, which increased the cumulative debit balance to fr. 1,560 million.

Partial Reconstruction of River Wye Bridge

(*Concluded from page* 381)

ling and skidded laterally to a temporary position at 10-ft. 6-in. centres. This left room for a 3-ton travelling crane to work between, and after the timber decking had been removed, the old cross-girders were burned through near their ends and lifted away by this crane.

The new main girders were then braced together, and, with rails laid on the top flanges, they were used as a runway for 12 travelling beams from which were slung the old main girders, gas-cut into lengths of about 15 ft. These pieces of the old girders were lifted away by a 5-ton crane working on the adjacent span, the more distant pieces being travelled in pairs, along the runway, to bring them within reach of the crane.

The new main girders were then skidded laterally to their final centres (and, in the case of those of the third span, longitudinally 3 ft. 6 in., into pockets in the cast-iron tower supporting the ends of the truss-spans) and lowered on to bedplates secured by dowels set in concrete inside the tops of the pier cylinders. New pre-cast concrete bedstones were used on the abutment.

The new cross-girders and steel decking, with the stringers shop-riveted or bolted to it in units, were placed in position with a crane working out from one end of the span. Finally, after riveting up, cement concrete, 2 in. thick, was laid on the deck and covered with two thicknesses of Pluvex sheeting laid in hot bitumen and protected on top with brindle tiles.

In addition to the renewal of the superstructures of the land spans, the piers of the bridge are being strengthened by the addition of mild-steel bracing between the cylinders.

Work on the down line spans, put in hand early in June this year, was completed in nine weeks, the line being re-opened for traffic on August 8 and the engineers given occupation of the up line on the same date.

The whole of the girder-work has been fabricated and erected by the Fairfield Engineering & Shipbuilding Co. Ltd., Chepstow, whose works are situated alongside the bridge close to the site which was previously occupied by the firm of E. Finch & Company, makers of the ironwork 96 years ago.

The new girder-work and the method of erection were designed in the Chief Engineer's Office at Paddington under the direction of the Chief Engineer, Western Region, and the erection carried out under the supervision of Mr. T. C. B. Davies, Divisional Engineer, Gloucester.

ARGENTINE GOVERNMENT RAIL TRAFFIC TO PAY FULL RATES.—A decree of the Argentine Government establishes that as from the end of September all government traffic over the Argentine Railways shall be paid for at full rates instead of at half rates as previously. Under the former regime the ex-British-owned railways were obliged to concede a 50 per cent. reduction in freights and fares for official transport. The effect on the finances of the railways will be considerable, although the benefit will be more apparent than real, as the expenses of government departments using the railways will be proportionately increased. There are some exceptions to the new ruling, the most important referring to the transport of mail for the post office.

Mobile Rail and Road Cranes

Self-propelled cranes with load capacities from 15 cwt. to four tons

THE range of Jones mobile cranes, manufactured by George Cohen, Sons & Co. Ltd., now includes the KL 44, KL 22, and KL 15, all with rubber tyres, and the KL 100 rail-mounted shunting crane. The KL 44, which has a maximum lifting capacity of four tons, is mounted on four 36 in. by 8 in. pneumatic tyres reinforced by restriction rings. These rings limit tyre deflection and maintain stability if a tyre should become punctured; they also increase the bearing area on soft ground. The control cab windows permit an all-round field of vision. Crawler tracks can be fitted if required. The KL 22 is a smaller version of the KL 44.

The KL 15, the smallest crane in the range, is designed for loads not exceeding 15 cwt. It can either hoist and slew, or hoist and travel, under its own power, and is powered by a 6-h.p. air-cooled petrol engine which avoids risk of damage by frost. The standard four-wheeled chassis is fitted with solid rubber tyres, but pneumatic tyres can be fitted if preferred. The standard jib of the KL 15 is 16 ft. long; extension masts and special jibs can be supplied if required to meet unusual conditions.

The KL 100 diesel-powered shunting crane is designed for use on standard-gauge tracks at docks, harbours, and large works. It will lift 5 tons at 16 ft. radius. The cab, which can be heated in cold weather, is insulated from engine noise and fumes. Standard jibs range from 30 ft. to 50 ft. in length, and the crane can be adapted for use with grabs, electro-magnets and other special lifting equipment.

The Jones KL 22 mobile crane fitted with pneumatic tyres

The Jones KL 15 light mobile crane fitted with solid rubber tyres

Locomotives at Longmoor

A batch of locomotives at Longmoor, Royal Engineers Transportation Centre, where the annual public day was held on September 15, and was reported in our September 24 issue

RAILWAY NEWS SECTION

PERSONAL

Sir Cyril Hurcomb (Chairman of the British Transport Commission) has agreed to be President of the Railway Benevolent Institution for 1949, and Mr. V. M. Barrington-Ward (Member of the Railway Executive) has agreed to become Chairman of the board of management for the same year.

The King of Denmark recently conferred the Order of Dannebrog on Sir Frederick Bain, President, Sir Norman Kipping, Director-General, and Sir Edward Crowe, a member of the grand council, of the Federation of British Industries, during the British Exhibition in Copenhagen.

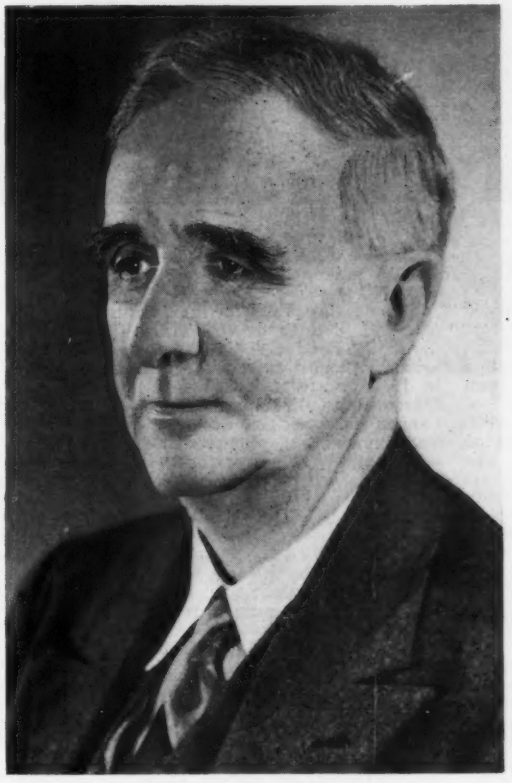
Under the heading of Regular Army, the promotion has been gazetted to the rank of Brigadier of Colonel (Temporary Brigadier) R. F. O'D. Gage, late R.E.

The National Coal Board has appointed Mr. B. L. Metcalf to be Chief Mechanical & Electrical Engineer in the Production Department of the Board at its headquarters in London. Mr. Metcalf is at present Technical Director of the Brush Electrical Engineering Co. Ltd., the board of which has agreed to release him for service with the National Coal Board from December 1 next. He will continue for a time to be available to the Brush company for consultation as a Director.

Sir Cyril Hurcomb, Chairman of the British Transport Commission, left Euston on September 29 for a three-day tour of rail, road, and dock installations in Cheshire and Lancashire. In addition to meeting staff concerned, Sir Cyril Hurcomb is entertaining civic, commercial and trade union leaders at Crewe, Manchester and Liverpool. Accompanying him throughout the tour are Mr. J. H. Brebner, Chief Public Relations & Publicity Officer, British Transport Commission; Mr. V. M. Barrington-Ward, Member of the Railway Executive; and Mr. G. L. Darbyshire, Chief Regional Officer, London Midland Region, British Railways.

Mr. W. Jeffers, Assistant to the Chief Docks Manager in South Wales from 1945, who, as recorded in our September 24 issue, has been appointed Dock Manager, Swansea, Docks & Inland Waterways Executive, entered the service of the Barry Railway and Barry Docks in 1913. On the amalgamation of 1922 he was transferred to the Staff & Labour Section of the then newly-formed Chief Docks Manager's Office at the Great Western Railway. He became Chief Clerk to the Cardiff Dock Manager in 1928; Assistant-in-Charge, Penarth Dock, in 1935; Outdoor Coal Shipping & Traffic Assistant, Cardiff Docks, in 1937; Assistant Dock Manager, Barry, in 1939; and Assistant Dock Manager, Cardiff, in 1941.

Mr. William Kelly Wallace, C.B.E., M.I.C.E., M.I.Struct.E., who retired on September 1 from the position of Chief Civil Engineer, London Midland Region, British Railways, became a civil engineering pupil of the late Mr. B. D. Wise, on the Belfast & Northern Counties Railway, in 1900, and obtained varied engineering experience on that line, both before and after it became the Northern Counties Section of the Midland Railway. Mr. Wallace was appointed Locomotive Superintendent & Permanent Way Engineer in 1922, which post he continued to hold under the L.M.S.R., Northern Counties Committee until 1930. In that year he was made Chief Stores Superintendent of the whole L.M.S.R. system, and in 1933 was appointed Chief Civil Engineer. Since 1933 he has also been Engineer to the Cheshire Lines Committee. Mr. Wallace is a Fellow and a Past-President of the Permanent Way Institution; a Past-President of the Institution of Structural Engineers; and a Member of Council of the Institution of Civil Engineers. He was made a C.B.E. in the New Year Honours, 1946. Mr. Wallace has visited the U.S.A. and Canada on four occasions to study the latest technical developments on American railways, and had the privilege of addressing the Roadmasters Convention on British railway practice.



Mr. W. K. Wallace

Chief Civil Engineer, L.M.S.R. and London Midland Region, British Railways, 1933-48

The late Sir William Reavell, founder and Managing Director of Reavell & Co. Ltd., Ipswich, President of the Institution of Mechanical Engineers in 1926, and President of the British Engineers' Association from 1930 to 1936, left £125,871.

Mr. P. M. Rambaut was recently appointed to the board of Cowans, Sheldon & Co. Ltd., and becomes Managing Director from October 1. Mr. J. B. Pearson, who temporarily resumed the office of Managing Director about six months ago, again retires, but continues as Chairman of the company.

Mr. W. W. MacArthur (late of Fairey Aviation Limited. Blackburn Aircraft Limited and Sir W. G. Armstrong, Whitworth & Co. Ltd.) has joined Craven Bros. (Manchester) Ltd. as General Works Manager.

A dinner in honour of Mr. Robert B. McColl, President of the American Locomotive Company, was given recently by the Schenectady Chamber of Commerce, to celebrate his completion of fifty years in the locomotive industry. Mr. McColl has presented a flagpole to the city of Schenectady on behalf of 6,500 staff who are observing the centenary of locomotive manufacturing in Schenectady. The flagpole is in honour of Schenectady's dead.

Mr. A. L. Lunn, M.I.Mech.E., M.I.E.E., who, as recorded in our September 24 issue, has retired from the position of Electrical Engineer (Generation), London Transport, was born in 1883. After serving with Sunderland Corporation Electricity Department and Manchester Corporation Electricity Department, he joined the London Electric Railways as Deputy Electrical Engineer in 1930, continuing in the same capacity under the London Passenger Transport Board. He became Electrical Engineer (Underground Section) in 1934, and Electrical Engineer (Generation) in 1937. Mr. Lunn is a Fellow of the Institute of Fuel and was first President of the Electrical Power Engineers' Association, which office he held for two years.

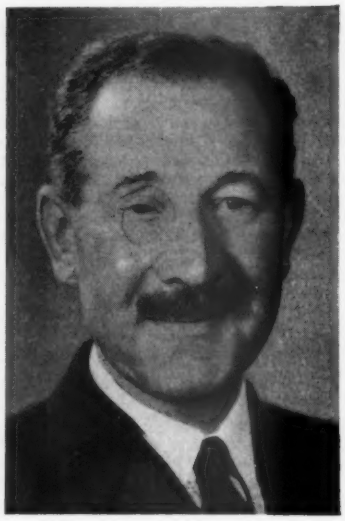
Captain John McGlashan, Master of the well-known steamer *King Edward*, has been appointed Assistant Docks & Harbour Master, Grangemouth, Scottish Region, British Railways.

Commercial Organisation, Western Region

As from October 1, 1948, responsibility for all commercial matters affecting passengers and passenger rated traffics formerly vested in the Superintendent of the Line, Western Region, is being transferred to the Commercial Superintendent, Paddington, to whom all communications on such subjects hitherto addressed to the Superintendent of the Line should be sent. In consequence of this reorganisation, the Superintendent of the Line will, as from October 1, 1948, be styled Operating Superintendent.

Mr. A. D. McKillop

Controller of Stores, Sudan Railways, 1946-48



Colonel Kenneth Cantlie

Appointed Overseas Representative, Locomotive Manufacturers' Association

Mr. H. W. Few

Appointed District Superintendent, Stratford, Eastern Region, British Railways

Mr. A. D. McKillop, who, as recorded in our September 10 issue, is retiring from the position of Controller of Stores, Sudan Railways, was educated at Oban High School. He saw military service from 1916-18, and in 1919 joined the staff of the British Aluminium Co. Ltd., on which he remained until 1924. After a period with Balfour, Beatty & Co. Ltd., he entered the service of the Sudan Railways in 1929, with which he held successive positions as Stores Verifier; General Stores Inspector; Chief Storekeeper; Assistant Controller of Stores; and, from 1946, Controller of Stores.

Mr. A. J. F. Bunning, Adviser on Inland Transport to the Secretary of State for the Colonies, left this country by air on September 27 to discuss problems of transport and ports in Kenya, Uganda, Tanganyika, Nyasaland and Northern Rhodesia. He will return by Southern Rhodesia and is expected back in London on December 18.

Colonel Kenneth Cantlie, M.I.Mech.E., M.I.Loco.E., who, as recorded in our September 10 issue, has been appointed Overseas Representative of the Locomotive Manufacturers' Association, was born on June 18, 1899, the youngest son of Sir J. Cantlie. On account of the loss of his right eye, he was passed unfit for military service during the 1914-18 war. He was a pupil at Crewe Works, L.N.W.R., between 1917 and 1920, and in the latter year entered the service of the Entre Rios and Argentine North Eastern Railways as Assistant to the Chief Mechanical Engineer. In 1924 he went to India to join the Jodhpur Railway, and was for a period in charge of carriage and wagon construction and later of locomotive running. During 1927 he made a tour of East African, Rhodesian, and South African railways, and in 1929 he visited the U.S.A. and Canada to study railway matters. In 1929 Colonel Cantlie was appointed Chief Technical Adviser to the Chinese Ministry of Railways, a post he held until 1938, when, on account of eye trouble (from which he has since recovered), he was compelled to return home, and after arrival in London became Honorary Adviser to the Chinese Government Purchasing Commission. In 1931 he had been appointed, in addition to his post with the Ministry of Railways, Trustee of the British Boxer Indemnity Fund (£12,000,000) for investment in productive enterprises in China. In 1939 he accepted the Joint Managing Directorship of Caprotti Valve Gears Limited and Associated Locomotive Equipment Limited, but volunteered for military service and, just before the outbreak of war, was posted to the War Office as a staff captain in the Adjutant-General's Branch, shortly afterwards transferring to Transportation duties. From 1941-42 he commanded 195 Transportation Company, R.E., and during 1942-43 served as War Office Liaison Officer with overseas commands. He subsequently returned to the War Office, and in 1945 he was posted to the Control Commission for Germany, becoming Controller of Mechanical Engineering, Westphalia, a post he held until 1946, when he was attached to the Foreign Office (German Section).

Mr. F. S. Chilvers, who retired on September 4, from the post of Assistant District Superintendent, Stratford, Eastern Region, was the guest of his fellow-officers at the Abercorn Rooms, Liverpool Street, on September 24, to receive a Westminster chiming clock and a set of pastry forks. Mr. A. R. Dunbar, Operating Superintendent, Eastern Section, Eastern Region, made the presentation and was supported among others by Messrs. E. W. Rostern, Chief Officer (Operating, Eastern Group), Railway Executive; L. P. Parker, Locomotive Running Superintendent, Eastern Section; H. C. Johnson, Operating Superintendent, Western Section; W. E. Blakey, Assistant Commercial Superintendent; J. E. Sharpe, retired Assistant Superintendent; and F. C. Wilson, retired District Superintendent, Stratford.

Mr. H. W. Few, who, as recorded in our August 13 issue, has been appointed District Superintendent, Stratford, Eastern Region, British Railways, joined the Great Eastern Railway at Cambridge in 1922. In 1928 he became a traffic apprentice as a result of competitive examination, and from 1928-31 received training at various places in the North Eastern Area of the L.N.E.R. He was appointed Assistant Yardmaster, Whitemoor, in 1931, and in 1933 took up a similar position at Hull West. Mr. Few was made Locomotive Shedmaster & Yardmaster, Percy Main, in 1936, and became Chief Controller, Cambridge, in 1937. In 1940 he was appointed Assistant District Superintendent, Kings Cross, and in 1943, Assistant to Superintendent, Eastern Section, Southern Area. In 1945 he became Trains Assistant to Superintendent, Southern Area, and since January 1 last was Trains Assistant to Operating Superintendent, Eastern Region.

The Southern Region, Railway Executive, British Railways, announces:—

Mr. F. W. Case to be Audit Assistant to Accountant, *vice* Mr. J. H. Laundy, retired.

Mr. T. E. Newman to be Assistant, Accountant's Department (Audit), *vice* Mr. F. W. Case.

Mr. C. W. G. Elliff to be Road Transport Liaison Officer, *vice* Mr. J. C. Chambers, transferred to Road Transport Executive.

Mr. A. P. Whiffin to be Assistant to Road Transport Liaison Officer.

Mr. F. V. Spillard to be Assistant Divisional Superintendent, Southern Division, *vice* Mr. W. H. Wood, deceased.

Mr. D. W. M. Fox to be Assistant to Divisional Superintendent, London East Division, *vice* Mr. F. V. Spillard.

MOVEMENT CONTROL OFFICERS' CLUB

The third annual dinner of the Movement Control Officers' Club will be held at the Connaught Rooms, London, W.C.2, today, October 1. Principal guest is General Sir William Slim, Deputy Chairman, the Railway Executive. The others are General Sir Walter Venning, who was Q.M.G. in 1939 when Movements was formed, Lt.-Gen. Sir Sidney Kirkman, Q.M.G., C. S. Mundy (of Gray Dawes), Sir Ralph Metcalfe (Wm. Cory & Son), R. Grout (of G.S.N.C.), H. G. McDavid (Glen Line), B. F. Picknett (Ministry of Transport), Air Commodore L. Taylor (Director of Movements, Air Ministry), Captain R. Denny, R.N. (Director of Movements, Admiralty), Major General W. D. A. Williams, Director of Movements and President of the Club, will preside.

Rectifiers for Railway Signalling

The electrical rectifier for converting alternating current into direct current was developed and first applied to railway signalling in the United Kingdom in 1925, since when it has been used for the operation of train describers, banner signals, track circuiting and battery charging. The rectifier was pioneered in the United Kingdom by the Westinghouse Brake & Signal Co. Ltd., who installed rectifier equipment for the direct operation of d.c. point machines at Victoria & Exchange Station, Manchester, in 1929.

The twenty-first anniversary of the first Press visit to the Westinghouse works at Chippenham was recently celebrated by a further visit by representatives of the technical Press, who were shown the complete manufacture of the Westalite selenium-compound rectifier developed by the company.

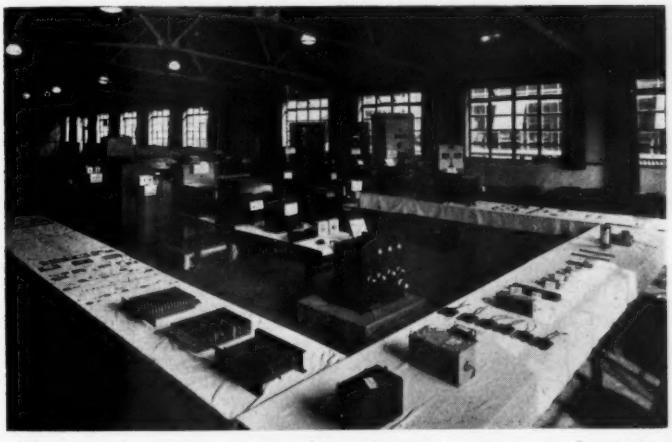
Since 1939, selenium-compound rectifiers have superseded copper-oxide rectifiers for all power applications. They are made in seven sizes of element and in three different processes.

The earlier types of selenium rectifier produced in the years between 1929 and 1935 suffered a severe disadvantage due to the instability of the reverse characteristic, but by 1939 the Westinghouse research department had solved this problem and production plant for the manufacture of the Westalite rectifier was laid down during that year. The principal advantages of the selenium-compound rectifier are better forward characteristic and absolute stability of reverse, small size, cheapness, efficiency, and suitability for operation under oil.

Among the many applications of Westinghouse rectifiers to railway work are track circuiting, cabin controls for the operation of d.c. point machines direct from the local a.c. supply, and battery charging. Installations of charging plant for carriage lighting and air-conditioning batteries have been supplied both in the United Kingdom and abroad.

Before the recent visit to the Westinghouse works a luncheon was held at the Castle & Ball Hotel, Marlborough, when short speeches of welcome were made by the Managing Director, Mr. Donald Brown, and Major Peter, Director of the Westinghouse Research Department. A vote of thanks to the company for its hospitality was proposed by Mr. D. R. Lamb, editor of *Modern Transport*.

Westinghouse copper-oxide rectifier at Victoria & Exchange Station, Manchester



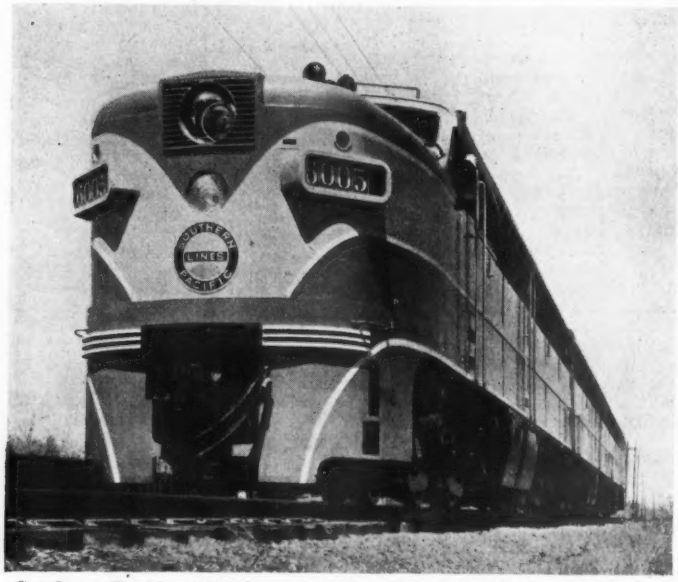
Display of rectifier components at the Chippenham works of the Westinghouse Brake & Signal Co. Ltd.

NEW TRAILERS FOR USE WITH FRENCH RAILCARS.—When railcars were first used in France it was thought that they would alone suffice for the services chosen, but experience quickly showed the necessity of increasing their capacity. As ordinary coaches have been found too heavy for the purpose, light trailers have been constructed specially for use with railcars. The first unit of a new series of railcar passenger trailers constructed since the liberation has been delivered recently by the Etablissements Decauville. The series is largely similar to trailers delivered by the same company before the war, but has such improvements as more comfortable seats, luggage racks above seats, and an improved heating system. A system of suspension embodying new principles gives remarkable comfort, and tests just completed show perfect service up to 120 km.p.h. The trailers, which have 70 third class seats, large standing space with folding seats, and a luggage compartment, will be used with 300 and 600 h.p. railcars.

IMPORTANT NEW SCHEMES AT CREWE ANNOUNCED.—Details of two important railway schemes to be carried out at Crewe, were given by Sir Cyril Hurcomb, Chairman of the British Transport Commission, on September 29, when he made an inspection tour of Crewe Locomotive Works and other installations and offices in the London Midland Region of British Railways. Crewe North Motive Power Depot, which adjoins Crewe Station on the Holyhead line, and is the largest and most important express passenger locomotive depot in the London Midland Region, stabling 130 express locomotives, will be modernised completely. Expenditure of £65,000 is involved on the first stage of the whole scheme, which is estimated to cost approximately £500,000. The first stage, on which work will begin on October 11, includes the provision of a new coaling plant, ash handling plant, and 70-ft. dia. turntable. It will occupy approximately 15 months. The second stage, which will follow immediately, will include two new locomotive sheds of the latest roundhouse type, each with 32 roads radiating from a 70-ft. dia. turntable. Duplicate coaling and ashplants will be provided, with the intention that if any failure of plant occurs it will not slow down the work of the depot. The final scheme provides for up-to-date staff amenities, including canteen, wash and bath house, locker and cloakrooms, ambulance and meeting rooms, and office accommodation for supervisory and clerical staff. The layout of the complete work has been so designed that the first stage can be completed without interference with the existing appliances. When complete, the scheme will enable more efficient and quicker attention to be given to the engines. The new coaling plant will be capable of feeding 400 tons a day to locomotives. The modernisation of the Divisional Control Room at Crewe is a corollary to the scheme for improving train and traffic control arrangements on the London Midland Region, under which the former 42 control districts in England and Wales were merged into 20 operating districts. The estimated cost of the work is £15,000. The new control room, which it is hoped to open in April, 1949, will include such features as a sound-absorbing ceiling; card index racks to facilitate movement of locomotives and rolling stock; improved natural and fluorescent artificial lighting, etc.

American Locomotive Company Centenary

Celebrations held to commemorate the history of locomotive building at the Schenectady Works



Southern Pacific 6,000-h.p. passenger diesel-electric locomotive built at the Schenectady Works of the American Locomotive Company

The hundredth anniversary of the American Locomotive Company was celebrated at Schenectady, New York, from September 24-26. The 112-acre works, employing 6,500 people, is now converted completely to the manufacture of diesel-electric locomotives.

The celebrations included the presentation of an 110-ft. flagpole to the city of Schenectady in memory of the community's war dead, the erection of a plaque, commemorating the Centennial, a dinner honouring the Company and Mr. Robert B. McColl, Alco president, who has completed fifty years in the locomotive business, and an Open Day at the works for employees and their families.

The hundred-year history of locomotive building at the Alco works has paralleled the growth of Schenectady as a progressive industrial community. The American Locomotive Company and the General Electric Company are the principal industries there; the collaborative effort of their engineers produced the first American diesel-electric locomotive, which was built by Alco for the Central Railroad of New Jersey in 1924.

The first Schenectady locomotive, *Lightning*, designed in 1848, weighed 15 tons, compared with the 450 tons of a 1948 diesel-electric passenger locomotive. The 4-4-0 type perfected by Walter McQueen, who was an important factor in developing the industry at Schenectady, became a familiar locomotive on American railways before the turn of the century. Hundreds of this type were produced at Schenectady, including the famous *Commodore Vanderbilt*, built in 1866 for the Hudson River Railroad.

In 1904 the first Mallet compound type, with a wheel arrangement of 0-6-6-0, was produced at Schenectady. The trend to the Mallet type for heavy freight work continued until the end of this year. Six years after the first Mallet, in 1910, a Pacific type locomotive was delivered to the Erie Railroad; it was the 50,000th locomotive built by the American Locomotive Company and its predecessors.

The Mohawk type locomotive, with its 4-8-2 wheel arrangement, came into its own in 1916. The Mohawk was followed, eleven years later, by the Hudson, a 4-6-4, and finally by the Niagara, also a 4-8-4, in 1945. In 1941 the world's largest locomotive was built at Schenectady; this was a 4-8-8-4 Mallet type for the Union Pacific Railroad, known as "Big Boy."

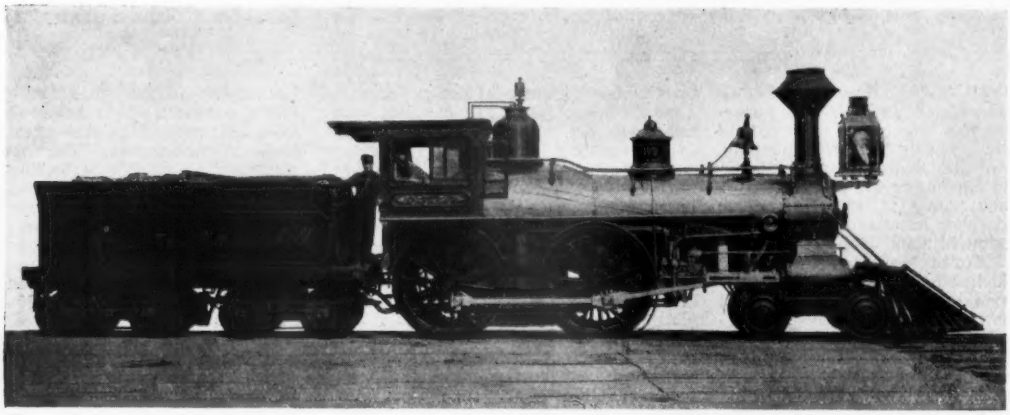
It was in 1924 that the first American diesel-electric locomotive was built by Alco at Schenectady. As far back as 1904, Alco and General Electric were experimenting with electric locomotion. That year a straight all-electric locomotive was produced and others were to follow, but electrification was an expensive proposition in America and the experts were turning to mobile electric power with diesel engines.

Great advances in the development of the diesel-electric locomotive were made during the period from 1925 to 1931, when the Schenectady manager was Mr. Robert B. McColl. He was a driving force behind diesel-electric development and research, and in 1929 the first American passenger diesel-electric locomotive was delivered to the New York Central by the American Locomotive Company.

By 1941, 62 per cent. of the company's orders were for diesel locomotives, the war, however, interrupted this trend, and Alco was called on to produce steam and diesel locomotives and war materials for the Government. At the end of the war more than $20 million were appropriated by Alco to effect the conversion of its works to the manufacture of all types of diesel-electric locomotives.

The American Locomotive Company today is executing about 40 per cent. of American diesel-electric business.

MORE COACHES HIRED BY LONDON TRANSPORT.—London Transport has announced that it will hire 87 more coaches from private owners to help in reducing winter queues. The extra coaches, which will be placed in service on hard-pressed bus routes in many parts of the Central Area, are being released by the owners now that the summer holiday season is over, and will go on to the streets in batches during October. They will raise the number of coaches being used to help out London bus services to 575.



The 4-4-0 locomotive "Commodore Vanderbilt," designed by Walter McQueen and built by the American Locomotive Company at Schenectady in 1866

Electric Locomotive Order for South Africa

Forty 3-ft. 6-in. gauge electric locomotives have been ordered by the South African Railways & Harbours Administration from the North British Locomotive Co. Ltd., for mixed-traffic service between Cape Town and Beaufort West. The electrical equipment, to the value of about £1,000,000, is being supplied by the General Electric Co. Ltd.

These locomotives, which will be powered by six nose-suspended motors of 500 h.p. each, are considered to be the largest yet built with provision both for multiple-unit control and regenerative braking on descending gradients. They will operate at 3,000 V. d.c.

The distance from Cape Town to Beaufort West is about 300 miles, in the course of which there are long gradients of 1 in 66, with a maximum of 1 in 50 in places. Haulage of passenger trains of 680 tons and goods trains up to a maximum of 1,200 tons on this steeply-graded route is a requirement of the design. The highest speeds will be 55 to 60 m.p.h.

The wheel arrangement will be $1-C_0+C_0-1$, with 4-ft. dia. driving wheels on the two bogies and 2-ft. 6-in. carrying wheels on the leading and trailing pony trucks. Each motor will drive the adjacent axle through a rubber resilient gearwheel. The 1-hr. rating of the locomotives will be about 3,000 h.p., and the maximum tractive effort at 25 per cent. adhesion 63,500 lb., the weight available for adhesion being 114 tons.

Twelve Running Speeds

Twelve running speeds will be available by connecting the motors all in series, in two parallel groups of three in series, or three parallel pairs of two motors in series; and by means of three weak-field positions in each combination. The control equipment will be electro-pneumatic. Forced ventilation for the motors will be provided by blowers on the two motor-generator sets, which will supply, respectively, the low-tension circuits for the contactors and auxiliaries at 110 V., and excitation for the traction motors during regeneration. The air flow from the blowers will be divided, part going to the motors, which will take 2,500 cu. ft. of air per min. each, and part being used for cooling the high-tension compartment in the centre of the locomotive.

Two exhausters and a compressor will be included in the auxiliary machinery, and the locomotive itself will have compressed air braking, though being required to haul rolling stock with vacuum brake. Provision will be made for supplying current from the locomotive to a tender coupled next to it, in which there will be a boiler for steam-heating of passenger coaches. This tender will have its own pantograph for supplying the heaters, but the power from the locomotive will be used for lighting, operating feed pumps, and control purposes.

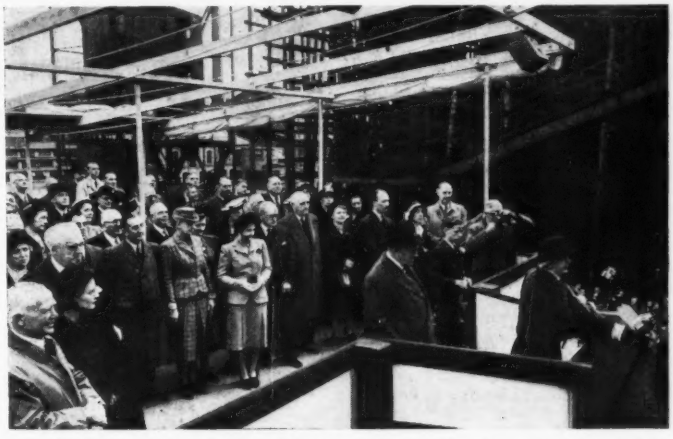
The overall length of the locomotives will be 66 ft. 4 in. and the width 9 ft. 6 in. The distance between the bogie centres will be 32 ft. 6 in., and each bogie will have a wheelbase of 14 ft. 8in. The adhesive weight of 114 tons will be divided equally between the six driving axles, each carrying 19 tons, and the total weight will be 132 tons.

New Railway Executive Ship for Irish Service

The m.v. *Cambria*, second of two 5,200-ton motor passenger vessels which Harland & Wolff Limited is building at Belfast for the Holyhead-Dun Laoghaire service of British Railways, was launched on September 21, as reported in *The Railway Gazette* of September 24. The naming ceremony was performed by Lady Wood, wife of Sir William V. Wood, K.B.E., Member of the British Transport Commission.

Speaking after the ceremony, Sir Frederick Rebbeck, Chairman & Managing Director of Harland & Wolff, paid a tribute to the "ghost of the L.M.S." for the care shown in designing the *Cambria* and her sister ship, *Hibernia*. In both vessels the sleeping berths would be three inches longer and three inches wider than in many other cross-Channel vessels.

Sir William Wood said that the two new ships would greatly ease the pressure on cross-Channel traffic. The railways were carrying more passengers than before the war in spite of war losses. If all the



Lady Wood, wife of Sir William Wood, Member of the British Transport Commission, launching the "Cambria" at Belfast

When Lady Wood launched the "Cambria" at the Belfast shipyard of Harland & Wolff Limited on September 21 she was presented with a bouquet by Fred Shearer, shipyard apprentice

rolling stock lost during the war were lined up it would stretch for 50 miles. They hoped, however, to get back to their former level of efficiency.

Cambria will carry 2,000 passengers, for whom there will be cabins and berths for 436 in first and third class accommodation.

East Coast Progress

As from the start of the winter train service last Monday, September 27, a revised temporary timetable of Anglo-Scottish through services, in consequence of the continued blockage of the East Coast route between Berwick and Dunbar, has been introduced. The Railway Executive reports that good progress continues to be made with the repair of flood damage to railways in this area, and hopes to make an early announcement of the date on which through rail communication will be resumed, though at first this will be limited to freight and slow passenger traffic.

During the initial period of the winter timetable, long-distance passenger trains will continue to be diverted *via* Kelso and St. Boswells, involving additional running times of between 60 and 90 min. a train, compared with the published timetable. Special supplements to the timetable, showing the revised timings operating from September 27 and until further notice, are available at railway stations and enquiry offices. Generally, trains from London and the South will leave at their booked times and will be due at Scottish destinations from 60 to 90 min. later than shown in the timetable, though the 11 a.m. Sunday train, Kings Cross to Edinburgh, Glasgow, and Dundee, will, for the time being, leave at 10 a.m. and will be due at Scottish stations at the published times.

With certain exceptions, trains from Scottish stations to destinations in England will leave 40 or 50 min. before their normal departure times, and will be due at destinations south of the Border 20 or 30 min. later than the times shown in the winter timetable. Southbound passengers from Scottish stations have been advised to confirm the revised times of the trains before departure.

On the main line between Newcastle and Edinburgh, repairs have been completed south of the Scottish Border. The water impounded by the railway bank between Ayton and Reston is being released through a specially cut trench, and to help this work the Metropolitan Water Board has placed emergency pumps and equipment, with technical assistance, at the disposal of British Railways. Between Reston and Granthouse, clearance is proceeding and pile-driving is in hand at six of the seven bridges which were washed away.

Repairs have been completed on the Kelso branch, but additional work is in hand to enable the main-line traffic, now diverted to this route, to be carried satisfactorily over an extended period. Track has been restored between Alnwick and Akeld on the Alnwick and Coldstream goods branch.

FRENCH PNEUMATIC-TYRE TRAIN ON TEST.—The six-coach train, running on pneumatic tyres, which is destined for the Paris-Strasbourg service and which was described and illustrated in our February 27 and July 30 issues respectively, has been completed. It is undergoing tests, and will go into service shortly.

Questions in Parliament

Edinburgh-London Train Services

Lt.-Commander Clark Hutchison (Edinburgh West—C.) on September 20 asked the Minister of Transport whether he would make a statement on the restoration of through passenger train services between Edinburgh and London *via* the former West Coast route.

Mr. Alfred Barnes (Minister of Transport) in a written answer stated: I am informed by the British Transport Commission that it has considered the provision of through passenger services between Edinburgh and London by the West Coast route, but feel this would give no advantage over the existing temporary service by the East Coast route. Moreover, the intermediate towns on the latter route would lose their existing services.

Cheap Ticket Holders' Claims

Sir Waldron Smithers (Orpington—C.) on September 20 asked the Minister of Transport if he would introduce legislation which would enable holders of workmen's tickets to claim compensation for injury incurred on British Railways on the same basis as other ticket holders.

Mr. Alfred Barnes stated in a written answer: No, sir. I am sending Sir Waldron Smithers a copy of the answer I gave on this subject to Mr. D. N. Pritt (Hammersmith North—Lab.) on July 19 last.

Pilfering of Fish in Transit

Commander A. H. P. Noble (Chelsea—C.) on September 20 asked the Minister of Food what representations had been made to him regarding the pilfering of fish while in transit to London fishmongers; and what steps were being taken to prevent it.

Mr. John Strachey (Minister of Food) in a written answer stated: None, sir. This is not a matter for which my department is responsible, but I am bringing Commander Noble's question to the notice of the British Transport Commission, which will doubtless be communicating with him.

Issue of "C" Licences

Mr. Ernest Davies (Enfield—Lab.) on September 20 asked the Minister of Transport if he would make a statement regarding the increasing rate at which "C" licences were being issued; and as to the action he proposed to take in regard thereto.

Mr. Alfred Barnes stated in a written answer: I think it would be more satisfactory if I gave the numbers of vehicles authorised under "C" licences. The increase in the number of vehicles authorised under "C" licences during the first six months of the year was approximately 56,496 (in the first quarter 27,630, in the second quarter 28,866), compared with an increase of 103,413 during the whole of 1947. The figures for July and August were 11,036 and 11,624, respectively, of which 7,131 and 7,896 respectively did not exceed 1½ tons unladen weight. I am having the figures further analysed.

Price of Railway Wagons

Sir Waldron Smithers (Orpington—C.) on September 20 asked the Minister of Supply for what reasons the price of railway wagons made in Ordnance factories was £50 more than that of private wagon-builders, and about £100 more than that of railway workshops.

Mr. George Strauss (Minister of Supply) stated in a written answer: The major part of the cost of producing railway wagons in the Royal Ordnance Factories is expenditure on material and components. The capacity of the Royal Ordnance Factories for assembly was brought into use to meet the exceptionally high demand, and the resultant increase in the national output of wagons strained the supply of components. The higher cost of output of wagons from the Royal Ordnance Factories is due to the difficulty of getting components, which necessitates buying from abnormal sources and improvising substitutes.

International Transport

Mr. E. P. Smith (Ashford—C.) on September 20 asked the Minister of Transport what machinery existed in his department for the comparative study of international road and rail transport, particularly where such transport intersected.

Mr. Alfred Barnes in a written answer stated: Technical questions such as those arising out of the control of road and rail intersections are kept under review internationally by bodies on which the Ministry and the British Transport Commission are represented. The lifting-barrier type of level-crossing gate normally used on the Continent, which Mr. Smith has in mind, is well known to road and rail engineers in this country. It is perhaps more suited to continental traffic conditions than to ours.

Transport of Worn-Out Horses

Mr. P. L. E. Shurmer (Birmingham, Sparkbrook—Lab.) on September 20 asked the Minister of Agriculture if he was aware of public concern regarding suffering of horses in transit to slaughter houses, namely, lack of food and water for long periods; and what steps would be taken to stop that suffering.

Mr. R. R. Stokes (Ipswich—Lab.), also, asked the Minister of Agriculture what arrangements he had made for the transport of worn-out horses during their journeys to slaughter for human consumption; and whether he was aware that horses were now being conveyed at the rate of 80,000 a year for that purpose.

Mr. T. Williams (Minister of Agriculture): I am aware that allegations have recently been made that horses have been kept on rail for long periods without food and water. I am sending a note on the subject to Mr. Shurmer and Mr. Stokes, together with a copy of the Exportation & Transit of Horses, Asses & Mules Order, 1921, which contains provision for the feeding and watering of horses and for the prevention of suffering during rail transit. I am satisfied that these requirements are generally being observed by the railway authorities. I have no information as to the number of horses conveyed for slaughter for human consumption.

Mr. A. E. Bechervaise (Leyton East—Lab.): Is the Minister aware that many of these animals are in such a condition that they have to be slaughtered in the railway sidings?

Mr. Williams: That is entirely contrary to my information. I have the latest news from my inspectors, who are continually in consultation with the railway authorities.

Acquisition of Haulage Undertakings

Mr. P. Piratin (Stepney, Mile End—Comm.) on September 20 asked the Minister of Transport whether he had decided on the date for the taking over of road transport.

Mr. Alfred Barnes in a written answer stated: The British Transport Commission has already acquired control of a number of road transport undertakings by agreement. The service of notices of

acquisition of road haulage undertakings under Part III of the Transport Act will begin next month.

Exhibition at Charing Cross Underground Station

Mr. L. D. Gammans (Hornsey—C.) on September 21 asked the Financial Secretary to the Treasury if he was aware that at the Raising the Standard Exhibition at Charing Cross Underground Station by the Central Office of Information, most of the exhibits of flour, cigarettes, pipe tobacco, and rum bore the label of the Co-operative Wholesale Society; and what was the justification for using public money to advertise the wares of any particular trader, Co-operative or otherwise.

Mr. Glenvil Hall (Financial Secretary to the Treasurer) in a written answer stated: Yes. I am aware that this exhibition contained a photograph of foodstuffs which bore Co-operative Wholesale Society labels, as well as exhibits bearing the names of other manufacturers. There was no intention of advertising any firm, and, as soon as attention was called to the matter, the markings were, so far as possible, erased.

Government Road Haulage Officers

Mr. J. Baker White (Canterbury—C.) on September 20 asked the Minister of Transport why the traffic movement officers in the Road Haulage Division of his department and the area road haulage officers, numbering some 150, had been given notice of dismissal from their employment as from September 30, and why no steps had been taken to find them alternative employment either within his department or in the transport sections of other Government departments.

Mr. Alfred Barnes in a written answer stated: In present circumstances I consider it no longer necessary to continue this, purely temporary, central organisation for handling Government freight traffic, and that an economy in manpower will result if each Government department makes its own arrangements. All possible steps have been and will continue to be taken to assist staff whose services will be terminated in consequence of this decision to obtain other employment either in other parts of the Government service or elsewhere.

Bus Industry and Recruiting Advertisement

Sir Wavell Wakefield (St. Marylebone—C.) on September 21 asked the Minister of Labour if he was aware of the resentment felt by employers and workers in the bus industry at the publication by his Department of an advertisement with the title "Bus Conductor Joins Miners on Leaving Forces," in view of the fact that the advertisement implied that the bus industry did not offer good money, regular hours or security; and would he immediately withdraw this advertisement.

Mr. George Isaacs (Minister of Labour & National Service): I have received representations from three bodies connected with the transport industry commenting on the inference which it was suggested might be drawn from the wording of this advertisement. The scheduled run of the advertisement has ended and therefore the question of withdrawal does not arise.

Sir Wavell Wakefield: Will the Minister take care that in future advertisements—as I understand this advertisement is but one of a series—the wording is done more carefully, so as not to cause disparagement in industries and resentment by workers employed in the industries concerned?

Mr. Isaacs: I agree with the observations of Sir Wavell Wakefield. This was an unfortunately worded advertisement and I regret it. Care will be taken in future.

Iron and Steel Subsidy

Mr. P. Piratin (Stepney, Mile End—Communist) on September 21 asked the Minister of Supply why the iron and steel industry was paid a subsidy of £7,500,000 during 1947-48; and to whom and how this sum was disbursed.

Mr. George Strauss (Minister of Supply) stated in a written answer: Payments amounting to about £11,500,000 were made from public funds in 1947-48 in respect of the following:—

(*a*) The difference between the pre-war cost of freight on foreign ore *plus* 50 per cent. and the cost of such freight at present.

(*b*) The difference between the cost (including freight charges and import duty) of imported steel and the controlled price in the United Kingdom.

(*c*) Uneconomical production of home ore.

(*d*) The difference between the cost of imported scrap (including freight) and the controlled prices in the United Kingdom.

Payments in the case of (*a*) and (*b*) are made to the British Iron & Steel Corporation Limited, which handled the transactions as agents of the Ministry of Supply. Payments under (*c*) were made to the firms mining the ore. Transactions under (*d*) appeared in the accounts of the Iron & Steel Disposals Limited, which was a government-owned company.

Repayment of Italian Government Loans

Mr. E. H. Keeling (Twickenham—C.) on September 23 asked the Chancellor of the Exchequer whether he was aware that, although the Italian Government agreed many weeks ago to repay forthwith with accrued interest the 7 per cent. credit consortium loan and the Royal Sardinian Railway 3 per cent. bonds, and also to pay arrears of interest under its guarantee of the Austrian guaranteed conversion loan 1934-59, none of these payments had been made; and whether he proposed to take any action to protect British interests.

Mr. Douglas Jay (Economic Secretary to the Treasury): Conversations are at present taking place with a special delegate of the Italian Treasury, and it is hoped to make an announcement very shortly.

Mr. Keeling: Is the Economic Secretary aware that the dilatoriness of the Italian Government in the case of the consortium loan and the railway bonds is all the more unfair to holders because, under the agreement, these loans have ceased to carry interest?

Mr. Jay: We cannot, of course, take responsibility for the Italian Government.

Before he asked the question, Mr. Keeling said: In view of the offensive imputation made by the present Chancellor's predecessor, when I raised a similar matter, may I say I have no interest in these loans, except on behalf of my constituents and the public?

ENTRE RIOS REPAYMENT DATE.—Stockholders of the Entre Rios Railways Company are to receive a first liquidation distribution on October 22. The rates of repayments will be at £25 per cent. on the 6 per cent. cumulative first preference, £15 per cent. on the 4 per cent. second preference, and £12 10s. per cent. on the ordinary. These amounts are equal to the total sum estimated to be available in the overall distribution scheme of the Argentine railways.

Notes and News

Docks & Inland Waterways Executive.—Applications are invited for the post of senior officer for the Docks & Inland Waterways Executive. See Official Notices on page 395.

Corinth Canal Bridge.—The railway bridge across the Corinth Canal, Greece, was restored on September 19. Work of clearing the canal itself, blocked by landslides for the past four years, is nearing completion.

Engineering Draughtsman Required.—An engineering draughtsman, with a knowledge of permanent way work (switches and crossings) is required by Edgar Allen & Co. Ltd., of Sheffield. See Official Notices on page 395.

Assistant Cost Accountant Required.—Applications are invited from qualified cost accountants, between 30 and 40 years of age, for the position of assistant cost accountant in the dock office of the Manchester Ship Canal Company. See Official Notices on page 395.

Indian Railway Services in Hyderabad Suspended.—It is understood that the Great Indian Peninsula Railway has suspended, temporarily, train services on the Bombay—Madras line between Sholapur and Tuntakal, where the line crosses Hyderabad territory for more than 100 miles.

United States Railway Revenue in August.—Operating revenues for August were 15·2 per cent. above the corresponding month last year, according to an estimate by the Association of American Railroads. Freight revenue for August was an estimated 18·5 per cent. higher than in the same month last year, and passenger revenue dropped 3 per cent.

Central Uruguay Railway Scheme.—Details have been issued of the new proposals to be submitted to the stockholders of the Central Uruguay Railway of Montevideo in place of the scheme submitted last June, which did not secure the necessary support. Details of the revised proposals were given in our August 27 issue.

Application for Higher Canadian Railway Rates.—The Commissioners of the Canadian Board of Transport deferred until January 11 next hearings on an application by Canadian railways for a general increase in freight rates. The deferment was granted after a hearing of the request of seven provinces who contended that the railways' request for a new increase should not be considered at this time.

Visit of Sir Cyril Hurcomb to British Waterways.—The Chairman of the British Transport Commission, Sir Cyril Hurcomb, accompanied by Mr. Robert Davidson, a member of the Docks & Inland Waterways Executive, and Mr. C. Saywood, the Divisional Waterways Officer for the Executive, South Eastern Division, made an extensive tour of inspection on September 27 of certain sections of the canals and depots within the South Eastern Division. The inspection started at the Brentford Canal terminal and depot close to the junction with the Thames. Sir Cyril Hurcomb then proceeded to Hayes, which is the main depot for the maintenance of the Executive's fleet in the South Eastern Division. On the way to Bulbourne Works, where lock gates and other canal maintenance equipment are produced, a visit was made to Transport House,

Ruislip; the temporary Divisional Offices, which adjoin Ruislip Reservoir. After inspection of the works at Bulbourne, the Chairman boarded a motor launch and made a short trip along the canal through several locks to the Tring Reservoirs. At all points visited Sir Cyril Hurcomb took the opportunity of speaking to the employees of the Division.

Improved London Transport Services.—Extra evening trains on the Bakerloo, District, and Northern lines, and additional facilities for passengers on the Metropolitan line to Aylesbury, were among improvements announced by London Transport with the introduction of the new timetables on September 27.

United States Joins Panamerican Railway Congress.—The Panamerican Railway Congress, the headquarters of which are in Buenos Aires, announces that the Association of American Railroads has now become a member by virtue of a law passed by the United States Congress authorising the participation of that country.

Naming Ceremony at Brighton.—A Southern Region "Battle of Britain" class 4-6-2 engine was named *601 Squadron* at Brighton Station on September 16. The ceremony was performed by Group Captain Max Aitken, D.S.O., D.F.C., in the presence of the Mayor of Hove and the Deputy Mayor of Brighton.

Group Captain Max Aitken naming the Southern Region "Battle of Britain" class 4-6-2 locomotive "601 Squadron" at Brighton on September 16 (see paragraph above)

North British Locomotives for British Railways.—An order for 40 steam passenger and freight locomotives, valued at about £600,000, has been placed by British Railways with the North British Locomotive Co. Ltd., of Glasgow.

October Excursions on Western Region.—British Railways, Western Region, excursion plans arranged so far, provide for the running of 75 special day, half-day and evening excursion trains during the next three weeks. Thirty-two of these will run to resorts and between centres of population for the benefit of those wishing to visit their relatives and friends. The remainder have been arranged in connection with sporting events. Included will be the following half-day trips from London: October 3, Paddington to Cardiff, Southall and other London suburban stations to Cardiff; October 9, Paddington to Cardiff, for Cardiff City *versus* Tottenham match; October 10, Paddington to Weston-super-Mare; October 17, Paddington to Worcester, Paddington to Wolverhampton. During four weeks ended September 25, 77,000 passengers were carried by the Western Region in 191 special excursion trains.

Italian State Railways Large Loan.—The Italian State Railways will float shortly a 5 per cent. debenture loan with premiums for lire 50,000 million (£33,300,000). It is to finance an electrification scheme, the building of new lines, and the completion of the reconstruction of war-damaged lines. As lire 20,000 million have been earmarked already for these purposes within the Italian E.R.P. programme, the total amount available to the Italian State Railways for the schemes outlined will be lire 70,000 million, or about £46,650,000.

Increased London Suburban Services.—When British Railways, Southern Region, winter timetables came into force on September 27, electric suburban services were improved by the provision of further off-peak trains. On all Southern Region sections, Eastern, Central and Western, the services have been increased from one, two or three trains an hr., to two, three and four. These increased services operate between the hours of 10 a.m. and 4 p.m., and 7.30 p.m. to 10 p.m., Mondays to Fridays, 2.30 p.m. to 10 p.m., Saturdays; and 8 a.m to 10 p.m. on Sundays. By the provision of these more frequent services, which in particular will help off-peak workers, it also is hoped to encourage travel at times other than the rush hours. They also will enable greater advantage to be taken of the cheap ticket facilities now in operation.

Improved Yard Lighting. — Several schemes for the improvement of lighting in yards and depots are being planned by the Eastern Region of British Railways. In some cases gas lighting will be replaced by electricity and in others out-of-date electrical systems will be modernised. The marshalling yard at Guide Bridge, Lancs., will be lit by electricity instead of gas; lighting and power installations will be improved at the freight wagon repair depot at Dukinfield, the Copley Hill locomotive depot, the carriage sidings at Leeds, and the former locomotive depot at Neepsend, near Sheffield, which is being converted into a wagon repair depot. The conversion from gas lighting to electricity at Bidston locomotive depot and traffic sidings, near Birkenhead, is now almost complete.

Agreed Charges.—Applications for the approval of 228 further agreed charges under the provisions of section 37 of the Road & Rail Traffic Act, 1933, have been lodged with the Transport Tribunal. Notices of objection must be filed on or before October 12 next.

Hoffmann Manufacturing Co. Ltd. Dundee Office.—The Hoffmann Manufacturing Co. Ltd. is opening a branch office at 48-50, Blackness Road, Dundee (telephone: Dundee 3265). An emergency stock of Hoffmann ball and roller bearings will be carried, and an engineering service will be available.

Barsi Light Railway Company.—A second interim dividend on the ordinary stock in respect of the half-year to March 31, 1948, of 3½ per cent. actual, payable on October 28, less income tax at 9s. in the pound has been declared. No final dividend will be recommended at the annual general meeting to be held later.

Coal Board Transport Office Change of Address.—Correspondence for the Divisional Marketing Office (Transport), and the Wagon Repair Department of the North Eastern Division of the National Coal Board, should now be addressed to Divisional Transport Office, National Coal Board, North Eastern Division, Denaby Main, Doncaster. Telephone Nos.: Doncaster 53214 and Mexborough 2251.

Importance of the Tourist Industry.—Sir Frederick W. Ogilvie, Principal of Jesus College, Oxford, and a well known authority on tourism, addressed a recent meeting of the Travel Association at the Royal Empire Society, London, on the importance of travel as a factor in international trade. Sir Frederick emphasised the importance of the tourist industry as a form of "invisible exports." Estimated receipts from tourist traffic were £19,000,000 in 1947 and £14,000,000 in the first half of 1948. Lord Hacking, Chairman of the Travel Association, proposed a vote of thanks.

The "Thanet Belle" Season Ends.—This all-Pullman train from Victoria to the Kent Coast—one of the four "Belle" trains of the Southern Region, made its last run of the season on Sunday, September 26. The train has proved to be very popular, and, since its inaugural trip on Monday, May 31, more than 40,000 have travelled by this service to date. During the winter service the "Thanet Belle" will be replaced by an ordinary train, which will include three Pullman cars, leaving Victoria at 11.35 a.m. on weekdays and 9.50 a.m. on Sundays. In the return direction the train will leave Ramsgate at 5.5 p.m. weekdays and Sundays.

British Locomotives for West Africa.—Beyer, Peacock & Co. Ltd. have received an order from the Benguela Railway for twelve Beyer-Garratt articulated locomotives. They are to be a modernised form of the original engine of the type ordered in 1926 and 1929. Beyer, Peacock & Co. Ltd. have also received an order from the Loanda Railway, Angola, for six Beyer-Garratt locomotives of the 4-8-2—2-8-4 wheel arrangement, with an axle load

OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Engagement Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

DOCKS AND INLAND WATERWAYS EXECUTIVE.—Applications are invited for the post of a Senior Officer at a salary of £1,000/£1,500 per annum, according to qualifications and experience. Candidates should have practical knowledge and experience in a senior capacity of port and dock administration and operation. Applications, accompanied by relevant particulars, must be delivered to the Secretary at the offices of the Executive, 22, Dorset Square, London, N.W.1, not later than October 23, 1948.

INTERNATIONAL RAILWAY ASSOCIATIONS. Notes on the work of the various associations concerned with International traffic, principally on the European Continent. 2s. *By post* 2s. 2d.

The Manchester Ship Canal Company

APPOINTMENT OF ASSISTANT COST ACCOUNTANT

APPLICATIONS are invited from qualified Cost Accountants for the position of Assistant Cost Accountant at the Company's Dock Office. Appointment provides scope for advancement for candidates with initiative and ability.

Candidates, whose age should be between 30-40, should be conversant with modern costing methods and have actual experience of budgetary control and the operation of mechanical accounting systems. Commencing salary £600 per annum.

The successful applicant will be required to pass a medical examination and to contribute to the Company's Superannuation Fund.

Applications stating age, qualifications and experience should be addressed to the CHIEF ACCOUNTANT, MANCHESTER SHIP CANAL COMPANY, Ship Canal House, King Street, Manchester, not later than October 30, 1948; envelope to be marked "Personal."

Testimonials need not accompany applications.

ENGINEERING DRAUGHTSMAN, preferably with knowledge of Permanent Way Work (Switches and Crossings). 5-day week; superannuation.—Apply to the SECRETARY, EDGAR ALLEN & CO. LTD., Tinsley, Sheffield, 9.

FIRMS wishing to push business in Argentina and needing Local Agent are offered my services. Age 38 years, 19 years in Argentine, fluent Spanish, good contacts, and knowledge of materials. Actually holding responsible post Argentine Railway. Returning Buenos Aires November.—Box 175, c/o *The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

TRAFFIC CONTROL ON THE L.M.S.R. Co-ordination of operating arrangements as a result of grouping.—Central, Divisional, and District Control—Outline of unified methods adopted—Organisation and working—Control telephone circuits—Daily telephonic conferences. Paper. 12 in. by 9 in. 20 pp. Illustrated. 5s. *By post* 5s. 2d.

of 11¼ tons. They follow closely the design of the light-type war-standard Beyer-Garratt locomotives built for the metre gauge during the war, and now operating in Assam, Burma, and Kenya. Increasing importance is being attached to the 380-mile metre-gauge Angola Railway in view of growing traffic, and the interest in trans-African routes. The new locomotives are to be equipped with roller bearings and are designed for oil burning.

Japanese Rolling Stock for Siam.—According to a recent message from Toyko, by a trade agreement concluded, with the consent of the Allied Command, between Japan and Siam, Japan will supply Siam with railway rolling stock and steel in return for Malayan rice to be supplied by Siam. The agreement is valid until the end of June, 1949.

Charles Roberts Accounts Delayed.—The directors of Charles Roberts & Co. Ltd. state that, in view of unexpected delay in ascertaining the surplus arising from the liquidation of the subsidiary, Glyncorrwg Wagons, it has not been possible to complete the group accounts in time to allow the annual meeting to be held on October 13 as provisionally arranged. The new date is to be announced later. The net consolidated profit for the year ended March 31 amounted to £126,549, after allowing £189,417 for tax, as compared with £150,985, after £263,768 for tax in the previous year. The profit is exclusive of a surplus which will arise from the transfer of substantially the whole of the railway wagons owned by the company and its subsidiaries to the British Transport Commission and the consequential liquidation of Glyncorrwg Wagons. The profits, therefore, include only nine months of wagon earnings.

Hackbridge & Hewittic.—Accounts submitted at the annual meeting on September 7 relate to operations for the first complete year since the scheme of amalgamation and reorganisation of the capital of the company carried out last year. Mr. T. F. Lister, Chairman & Managing Director, presiding, said that the accounts demonstrated the heavy burden which industry had to carry in taxes. Sooner or later the Government would have to give consideration to this problem to assist British manufacturers in obtaining business against the keener competition which already was making itself felt in export markets. During the year their rectifier department had a record output both for home and export. Orders in hand were also the highest in their history. Inquiries from all sources were active, and the prospective requirements, when the Government decided to proceed with the electrification of more main-line and suburban services, would be great. At a subsequent extraordinary general meeting a resolution was passed authorising an increase in the ordinary share capital by the increase of an additional 200,000 ordinary 5s. shares.

Spencer Moulton Centenary.—A hundred years of rubber manufacture at Bradford-on-Avon was celebrated recently when the directors of George Spencer, Moulton & Co. Ltd. entertained a large number of guests at The Hall, Bradford. The guests were welcomed by Mr. J. C. Spencer, Chairman & Joint Managing Director; Mr. G. E. Godfrey, Joint Managing Director; Mr. H. P. Lambert, Director; and Mr. A. E. Moulton. Each guest received a brochure entitled "A Hundred Years of Rubber Manufacture" which tells the story of the development of the rubber industry in Bradford and is reviewed elsewhere in this issue. Members of the staff also were present at the celebrations and it is of interest to note that many family links still connect the past with the present. Not a few of the present employees are directly descended from the pioneers of one hundred years.

Cowans, Sheldon & Co. Ltd.—As from September 27, the London office address of Cowans, Sheldon & Co. Ltd., Engineers, has been Africa House, Kingsway, London, W.C.2; telephone, Holborn 0268.

Irish Railway Wage Increase Claims.—Representatives of three trade unions met in conference with Irish Transport Company officials on September 24, to discuss a claim for an increase in wages of 11s. weekly for 10,000 men in the locomotive and operating grades of the company. The National Union of Railwaymen also claimed increases varying from 5s. 6d. to 30s. on behalf of workers in the conciliation grades. The meeting was the first formal application of the trade unions, and it is expected that the claim will be submitted to the Joint Industrial Council soon. A meeting on the same day of

R.H.D.R. Locomotive Named at Romney

Master Julian Sandys unveiling the nameplate of a Romney, Hythe & Dymchurch Light Railway locomotive, named "Winston Churchill" after his grandfather, at Romney, on September 22. The engine leaves for a tour of Canada this month

railway workers employed by British Railways at the North Wall, Dublin, and Dun Laoghaire mail-boat services, decided to defer a decision to strike pending the result of a further meeting with railway representatives on October 4. The men are claiming an increase of £1 over the British rates to compensate for "the higher cost of living" there.

La Guaira & Caracas Railway Co. Ltd.—The report for the year ended December 31, 1946, shows that receipts were Bolivares 1,397,918 and expenses, Bolivares 1,096,031. Net receipts were Bolivares 301,887 or £22,260. Adjustments for interest, taxation, etc., give a total balance of £16,440.

Engineers' Wage Increase.—After a lengthy discussion at York on September 24, the executives of the 37 unions affiliated to the Confederation of Shipbuilding & Engineering Unions decided by an overwhelming majority to accept the Court of Inquiry award of an increase of 5s. a week. Recommendations of the Court of Inquiry into engineers' wages provided for a flat increase of 5s. in the national bonus, the levelling up of district base rates to the predominant 66s. for skilled men and 51s. for labourers, and the opening of negotiations to work out a new simplified wages structure.

Forthcoming Meetings

October 2 (*Sat.*).—Electric Railway Society, at the Fred Tallant Hall, Drummond Street, London, N.W.1, at 3 p.m. "The L.N.W.R. Electrification," by Mr. F. G. B. Atkinson.

October 2 (*Sat.*).—Doncaster Engineering Society, at the Technical College Hall, Doncaster, at 7 p.m. "Some Unusual Railways of Great Britain," by Mr. R. Shephard.

October 2 (*Sat.*).—British Railways, Southern Region, Lecture & Debating Society. Visit to the National Physical Laboratory, Teddington.

October 4 (*Mon.*).—Institute of Transport, Metropolitan Section, at Livingstone House, Broadway, London, S.W.1, at 5.30 p.m. "Efficiency Control in Large Transport Undertakings," by Sir William Wood.

October 4 (*Mon.*).—The Society of Engineers, in the apartments of the Geological Society, Burlington House, W., at 5.30 p.m. "The Work of a Divisional Engineer in Northern Rhodesia," by Mr. G. C. Baldwin.

October 6 (*Weds.*).—Institute of Traffic Administration, Birmingham Centre, at the Chamber of Commerce, at 7 p.m. "Traffic Administration," by Mr. T. H. Swift.

October 6 (*Weds.*).—Institute of Traffic Administration, London Centre. Members meeting at Caxton Hall, S.W.1, at 7 p.m.

October 7 (*Thurs.*).—British Railways, Southern Region, Lecture & Debating Society, at the Chapter House, London Bridge. Film show presented by Mr. J. Masterton.

October 7 (*Thurs.*).—British Railways, Western Region, Lecture & Debating Society, at the Clerks' Dining Club, Bishop's Bridge Road, Paddington, at 5.45 p.m. "Problems of Nationalised Industries," by Mr. L. J. Callaghan, Parliamentary Secretary to the Ministry of Transport.

Railway Stock Market

Despite the critical stage in international affairs, stock markets have shown a complete lack of nerves, dealers being impressed by the small amount of selling. Iron and steels have remained subdued owing to the possibility of nationalisation, but colliery shares responded to latest market estimates of break-up values, while shares of companies with coke-oven interests were lively. There was a little profit-taking in shares of bus and road transport companies as a result of recent big gains and B.E.T. continued to fluctuate sharply.

Brazil rails received a fair amount of business with San Paulo (167½) attracting as a "money stock" because, sooner or later, part repayment can be expected from the "compensation" money so far received in respect of the sale of the railway. A good deal of speculation developed in Great Western of Brazil. Profit-taking, however, brought the price back to 103s., so that the greater part of an earlier gain was lost. Leopoldina ordinary eased to 11½, the preference stock to 37, and the 4 per cent. debenture to 68½. Leopoldina Terminal debentures were 65s. The annual report of La Guaira & Caracas Railway attracted attention because news that negotiations with the Venezuelan Government are to be continued suggests revived possibilities of a take-over offer in the future. The directors can express no definite view on this. The ordinary stock has changed hands at 26 and the 5 per cent. debentures at 75. Uruguay stocks have been firm on full details of the revised scheme, Central Uruguay ordinary being 11, with second debentures improved to 80¾. Antofagasta ordinary was 10¼, and the preference stock 62½, while elsewhere United of Havana (1906) debentures eased to 15¼. Declines of a point were registered by French railway sterling bonds. Orleans was 88 and Midi was at the same level. Mexican Railway 6 per cent. debentures were 86½ and Manila "A" debentures 85. In other directions Beira Railway bearer shares eased to 57s. 6d. Canadian Pacific reflected the uncertain trend in dollar stocks and changed hands at the lower level of 21¼.

Tillings have remained active at around 117s. helped by market estimates of the break-up value of the shares. Assumption is that, although the company probably will develop business in new directions the position is such that it would be possible to do this and at the same time make a substantial return of capital to shareholders. B.E.T. stock has been down to 1,900 and up to 1,950, and is 1,910 at the time of writing. Scottish Motor Traction were strong, especially at Glasgow, on hopes that the outcome of negotiations with British Transport may shortly be known. After 108s. 6d. the price came back to 106s. 6d.

Iron and steel shares were steady generally and movements in most cases did not exceed more than a few pence. Dorman Long were 31s. 6d., and Guest Keen 48s. 4½d., while awaiting the results United Steel were 28s. 4½d. Colvilles have risen to 34s. 9d. on talk that—as was the case a year ago—the interim dividend may be accompanied by a special payment. Babcock & Wilcox strengthened to 69s. 6d. Shares of locomotive building and engineering companies have attracted more attention, North British Locomotive being 24s. 6d., Beyer Peacock 22s. 9d. and Vulcan Foundry 28s. Charles Roberts further strengthened to 155s. Wagon Repairs 5s. shares were 21s. 4½d. Pullman Car "A" shares have changed hands around 21s. 3d., and the 5 per cent. income debentures marked 109½. Locomotive builders and engineers are expected to earn larger profits and to be working to capacity for a long time to come. Were it not for the dividend limitation stipulation the share values probably would be above current levels. On the other hand, dividend policy in any case would, doubtless, be conservative and this is certainly to the ultimate benefit of shareholders.

Traffic Table of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffics for week: Total this year	Traffics for week: Inc. or dec. compared with 1946/47	No. of week	Aggregate traffics to date: Total 1947/8	Aggregate traffics to date: Increase or decrease
				£	£		£	£
South & Central America	Antofagasta ...	811	19.9.48	60,310	+ 20,158	38	2,013,430	+ 440,564
	Bolivar ...	174	July, 1948	$28,960	– $69,357	30	$471,287	– $301,893
	Brazil ...	—	—	—	—	—	—	—
	Cent. Uruguay ...	970	18.9.48	31,753	+ 2,065	11	368,673	– 18,124
	Costa Rica ...	281	July, 1948	41,632	+ 8,774	4	41,632	+ 8,774
	Dorada ...	70	Aug, 1948	34,163	+ 13,063†	30	209,829	– 34,071
	G.W. of Brazil ...	1,040	18.9.48	24,500	– 8,800	37	1,186,200	+ 2,600
	Inter. Ctl. Amer. ...	794	July, 1948	$120,123	– $81,936	30	$1,095,789	– $796,960
	La Guaira ...	22¾	Aug, 1948	$95,776	– $1,298	35	$837,334	– $44,900
	Leopoldina ...	1,920	18.9.48	63,163	– 10,732	36	2,096,737	– 405,810
	Midland Uruguay ...	319	Aug, 1948	22,288	+ 5,183	8	45,295	+ 11,146
	Nitrate ...	382	15.9.48	15,796	+ 6,684	37	217,812	+ 53,500
	N.W. of Uruguay ...	113	Aug, 1948	4,784	+ 800	8	10,013	+ 2,566
	Paraguay Cent. ...	274	17.9.48	£86,495	– £7,885	11	£1,126,539	+ £537,359
	Peru Corp. ...	1,059	Aug, 1948	172,239	+ 2,746	9	351,181	+ 18,998
	Salvador ...	100	June, 1948	c121,000	+ c30,000	52	c2,020,600	+ c321,600
	San Paulo ...	153½	—	—	—	—	—	—
	Taltal ...	156	Aug, 1948	5,495	+ 75	9	15,505	+ 4,500
	United of Havana ...	1,301	18.9.48	36,946	– 23,631	11	511,173	– 211,847
	Uruguay Northern	73	Aug, 1948	935	– 105	8	2,105	– 72
Canada	Canadian National ...	23,473	Aug, 1948	10,'10,000	+ 855,250	35	77,676,250	+ 5,854,000
	Canadian Pacific ...	17,037	July, 1948	7,454,250	+ 524,000	30	47,661,750	+ 3,025,250
Various	Barsi Light† ...	202	Aug, 1948	22,485	– 3,832	22	136,492	– 4,155
	Beira ...	204	June, 1948	112,390	+ 12,957	38	1,048,644	+ 219,747
	Egyptian Delta ...	607	10.8.48	18,444	+ 4,058	15	231,150	+ 20,480
	Gold Coast ...	536	Aug, 1948	158,926	+ 2,524	22	1,020,332	+ 236,755
	Manila ...	—	—	—	—	—	—	—
	Mid. of W. Australia	277	July, 1948	23,987	+ 4,505	4	23,987	+ 4,505
	Nigeria ...	1,900	June, 1948	403,138	+ 91,614	13	1,292,292	+ 249,560
	Rhodesia ...	2,445	Sept., 1947	643,980	+ 102,833	52	6,787,603	+ 612,938
	South Africa ...	13,347	4.9.48	1,405,764	+ 131,412	22	29,767,410	+ 1,840,723
	Victoria ...	4,774	May., 1948	1,439,718	+ 456,084	48	—	—

† Receipts are calculated @ 1s. 6d. to the rupee